The Sea People

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Building Your Dream

Getting Your Wharram Build Started

No 64

JUNE/JULY 2006

SAILS

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The Sea People

Magazine of the

Polynesian Catamaran Association

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CONTACTS

Editorial Team:
Dave, Remy, Ken & Anita
<your name needed here !>

Editorial Address :
PCA, 118 Howeth Road,
Bournemouth, Dorset, BH10 5NS, UK
+44 (0)1202 531445

e-mail: editor@pca-seapeople.org
website : www.pca-seapeople.org

COVER

Peter Richardson's very neat piles of wood become a beautiful Pahi 42— *Toroa*

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

News for Sea People

Nominations for committee roles

Ann Clement decided some time ago to stand down now as the USA East Coast representative. We thank Ann for her contributions and especially for doing so much to revive the PCA up and down the Eastern Seaboard. We hope Ann will continue to organize meets in the future. Steve Veale has volunteered to stand in her place. Steve has been a longtime member of the PCA and a regular contributor to the magazine.

Please use the voting form and envelope enclosed and return them, to help elect your new committee for the next year. Results will be announced at the AGM on 7th October 2006. Ken Hook PCA Secretary

Voting on the constitution.

I'd like to ask all members to vote on the constitution as presented in the last magazine.
This first cut was to properly document the changes that have occurred since the constitution was first written.

If you feel there are things that need adding, changing or deleting, please separate this from your vote BUT DO LET US KNOW and we'll assemble all proposed amendments for discussion and possible inclusion in a further revision.

Dave Peak, your Commodore

It is with deep regret that I have to tell you of the passing of Alan Howells. Alan was a quiet member but was one of the first to volunteer to assist in the reworking of the constitution. Alan loved sailing on Wharram cats and I hope that there's a heavenly body of water where Alan continues to enjoy the tranquillity that sailing brings.

2006	PCA Meets & other Events	Contact
Aug 4-6	Rhode Island, USA	Ann Clement
Aug	Markenmeer, Netherlands	Gerard Janssen
Aug 26-28	Poole, UK	Ken Hook
Sept	Austrian Wharram Meet Lake Neusiedlersee	Gerald Winkler
Sept 24	Granville—Jersey, Channel Isles Race	Dave Yettram
Oct 7	AGM, North Haven YC, Poole, UK	Ken Hook
	New Events to think about for 2006	
October	Chesapeake Schooner Race	Ann Clement
ALWAYS	CHECK WEBSITE FOR LATEST INFO– or	PCA Office

How to host a Meet

What's needed to host a meet ?

Enthusiasm & optimism

Minimally one (or two) boats, preferably Wharrams

A couple of anchorages within a day's sail

Pre-designated pickup points

Site for a BBQ or inexpensive restaurant

Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've attended meets at 4 different locations. They've all been different and they have all had their own personalities and charm.

Organising a regional social is even easier -

All you need is to designate a time and a place,. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailings (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies.

Thanks for your contributions but...please keep it coming

Apologies for the serious delay of this issue of the magazine. My job as editor is usually and for the most part an easy and enjoyable one, especially when there is lots of material to work with. Unfortunately, when material is scarce I have to jump into the fray and produce material myself. This takes time and this summer time has been a commodity in as short a supply (for me) as material has been. Hopefully this has just been a one-off blip on the radar screen. Sending material directly to our e-mail repositories listed below helps enormously as it does not need re-keying but keep sending the hand-written snippets or even large pieces to the office for them to be keyed in there. I do wish to thank those members who did answer my call in sending in articles,
However, we can't continue to rely on the same old resources again and again as people have different demands on their time and these demands change from time to time.
Some late arrivals of material mean I can get an early start on next mag, something I haven't been able to do for the last few issues.

I feel that it's time to get back to the core of Wharram designs and that is of owner built boats. So this issue is one that hopefully will enable people to get started on their building projects.
There is a focus on what's needed to get started, starting with basic epoxy techniques learning the skills, also the PCA is looking into obtaining wholesale account status with a number of vendors to make purchasing a good bit cheaper.

Whilst new construction is always going to be a leap of faith in many ways, I'm hoping that previous builders will let the PCA know if they are available to act as mentors to help the new builder in making the start. Mentoring need not be direct hands on, but could also be done by phone, mail or e-mail.

Caio, Dave

Don't Forget! Sign up a new member this year and get a free back issue

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc (MSWord) is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)
(please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

© 2005 Polynesian Catamaran Association All members contributions in the form of articles, letters and photographs (B/W or colour print or transparencies) are welcomed by SeaPeople. All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value. All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

PCA Membership Application Form

Hi, if you're reading this and you're not a member of the PCA, is it not time you joined? VISA and MASTERCARD welcome.
It's £20 for a calendar year (approx $37US) and **new** members get 1 free back issue of the Sea People magazine
Your Name (as shown on credit card)..... Card Number.....
Card expiry date ../20..
Your Address.....
.....
Post this to - PCA Office, 118 Howeth Rd, Bournemouth, BH10 5NS, United Kingdom or
Contact the secretary for alternative ways of paying or supplying credit card details to the office
+44 (0)1202 531445 or email Secretary@pca-seapeople.org or PCA@sea-people.org
Please give us phone number, email addresses etc. to help the office and other PCA members contact you.

Windward Isles Shakedown

Guenter & Gundi Zimmerman *Anna Sophia* Tiki 30

After 8 weeks of hard work in the tropical heat of Martinique "Anna Sophia" sails again and she sails better than ever before. After our abandoned attempt to return to Europe last May when the mast loop of the forestay broke, a lot of repairs and some alterations had to be done on mast and rig. The mast foot and the mast base had to be repaired and this was an opportunity to fix the mast in a more upright position. Setting the main is now much easier and the performance of the boat mainly to windward is significantly better. On March 7th she was launched by travel lift and during the next week at anchor in the bay of Le Marin some smaller epoxy work had to be finished.

In these weeks of repairing one often asks oneself if it is really worthwhile having a boat but the moment she is launched this is forgotten. During this time Didier (correctly Docteur Didier Leprince) was a great help to us. He is a radiologist working in the hospital of La Trinite. Years ago he had bought the plans for a Tiki 21, never built her but receives the "Sea People" magazine since then. A few days after he had read my article about last year's sailing season he ran into "Anna Sophia" in the boatyard in Le Marin and decided to come to know us. So he looked up our address in the PCA yearbook and sent us a letter. Whenever we had problems to find something he organised it. So the leather patches of the gaff had to be replaced but no suitable leather could be bought at either of the Marin chandlers, nor from the sail-maker. A day later he turned up with two pieces of leather from his cobbler. They work well on the gaff meanwhile.

A few days before the boat was launched Peter Schoeler with wife Alexandra and son Finn turned up. He sails a Wharram "Narai" Mk.4 for many years. I knew that they had started a circumnavigation but had no idea where they were. We know Peter from the Wharram meetings in Vienna for many years. He is a dental technician and some of my teeth come from his workshop. Last time we had met them they showed a nice video of James Wharram produced in Gouvia marina, Corfu. We anchored near their boat "Risho Maru" and had several very nice evenings together.

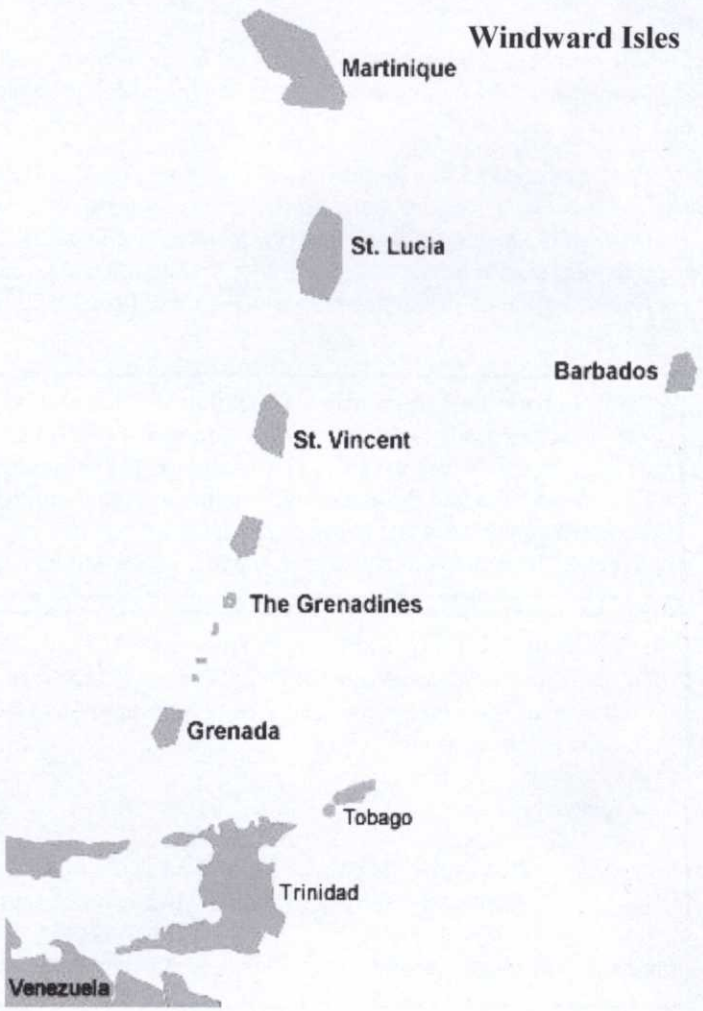
On March 18th we left Marin and had a very satisfying test sail in the bay of St. Anne. On the 19th at noon we set out for the Grenadines. It was pleasant sailing on a reach off the west coast of St. Lucia and St. Vincent with 10 to 15 knots wind and 5 to 8 knots speed most of the time. Early in the morning of the 20th we entered Admiralty Bay in the island of Bequia in the Grenadines of St. Vincent where we stayed at anchor for some days.

Back in Martinique after 6 weeks and 260 nm on a farewell sail through the southern Lesser Antilles we are now seriously preparing our second attempt to cross the Atlantic from W to E via the Acores. The start is planned for the 7th or 8th of May and we will again set out from Martinique. But let me continue the report I gave on that sail south from here.

In Bequia we changed anchorage from the north of Admiralty Bay to Princess Margaret Beach in the south as we wanted to come to know the place where a very good friend of ours, Alfred Vogelsberger, had lost his Narai "Kalimera" in a hurricane in August 1981. If I am informed correctly this boat was the first Wharram built from polyester. Until a few years ago the remainders of the wreck were still visible but now we could not find a single trace any more. Alfred was the one that infected us with the "Wharram virus".

When we had just dropped the anchor there in the last light of the day a rubber dinghy approached us. The feature of the man who steered it you will never forget when you ever meet him. His long grey beard is kept by a knot. It was Ric Harris, builder and owner of the Tiki 30 "Arin" whom we had come to know together with his wife in 2002 in Lanzarote when we visited Ben Mullet in Porto Callero. But now Ric is all alone as his wife left him after 36 years of marriage and this is still an open wound in his life. He had crossed the Atlantic single-handed and his boat is his only possession. It was very moving to meet him again.

The next day a chap from an Austrian Tobago catamaran turned up and asked us if we were Guenter and Gundi. It was Martin Huber, an architect living very near to our place in the Vienna Woods. He had crossed the Atlantic with wife and 2 sons and their first landfall had been at Calvigny Har-

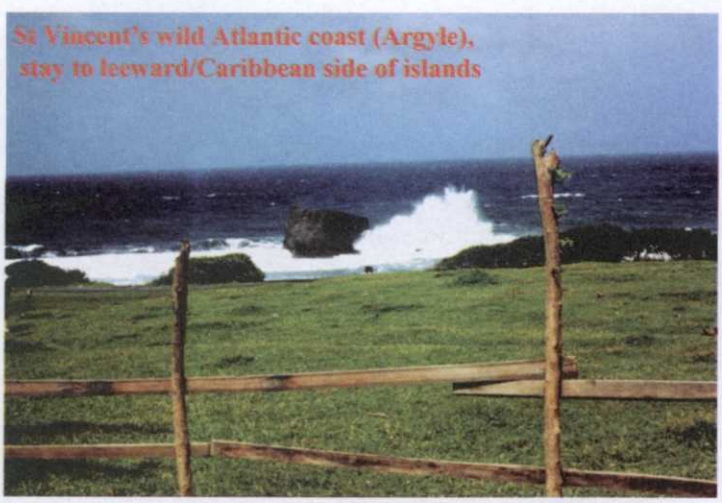


Salt Whistle Bay looking east to Tobago Cays

bour, a fjord in the S of Granada where they anchored next to a "Searunner" trimaran under British flag. It belongs to Allen Reynolds, former owner of the Pahi 35 "Areoi". We had met Allen and his wife Rose in the S of Portugal when we had to wait together the whole September 2002 for suitable weather to go to the Canaries and then stayed together in Lanzarote for another month before we set out to the Cape Verdes.

Rose died several months later of cancer. We kept contact with Allen via e-mail during the years and so he knew that we were sailing south from Martinique and told the Hubers to look out for "Anna Sophia".

Princess Margaret Beach is the prettiest anchorage in Admiralty Bay. It is a perfect stretch of white coral sand fringed by high coconut palms and the slope behind is covered with old Mango trees. Gundi was so fascinated that she spent days to paint the scene.



St Vincent's wild Atlantic coast (Argyle), stay to leeward/Caribbean side of islands

From there we sailed down south to Canouan which was a big disappointment. About 2/3 of the island is owned and locked up by a development company" who damaged a famous little bay in the NW using it to land all the building material for their numerous building sites. Charlestown Bay

Anna Sophia motor-sailing

is rolly and uninspiring. The anchorage is covered with moorings owned by the "Moorings" charter company. We stayed only for one night and then carried on to Mayreau and anchored in **Salt Whistle Bay.** This very protected little bay is charming although full of boats, cruisers and charterers.

Only a small stretch of sand covered with coconut palms divides it from the windward coast and keeps off the swell but the tradewind cools and keeps the boats aligned in one direction. We spent 2 days there and then went the 3 nm over to the Tobago Cays by engine power (don't mix it up with the island of Tobago!). Although it is a national park you can anchor behind the Horseshoe Reef and no wardens are patrolling although announced already for years. We had come to know the place in 1994 on a little monohull from Barbados and found it still as fascinating as last time. The site under water was rather poor but the tropical reef fish were abundant.

Next anchorage was Clifton Harbour, Union Island. We went there mainly to visit Hans Jungmann, an Austrian from the Tyrol who still lives there on his Prout Quasar catamaran. He wants to sell the boat but has time enough to wait for a fair price. Clifton Harbour has changed considerably since last year when we arrived from Venezuela. Hurricane "Ivan" had shoveled lots of sand into the lagoon and so shallow draft boats had a big part of the place for their own.

Now hurricane "Emily" had taken the sand away again. For 2 days we anchored on the leeward side of Frigate Island in the south of Union. It is a very calm and rather lonely anchorage, facing a big basalt hill on the island. We caught a big conch and prepared a tasty curry. The conch is a marine snail. The meat is called lambi.

From here we went straight back to Admiralty Bay/Bequia and after a night in Lower Bay with a good dinner in an "all you can eat" restaurant anchored at P.M. Beach again, where we finally met Allen Reynolds on his way north. I tried to persuade Ric Harris to write an article on his deckhouse version that is very interesting for long distance cruising. It has a low windage. One can get dry from one hull into the other in heavy weather and the boat can be steered from inside.

From Bequia we crossed the 7 nm wide channel to St. Vincent, took a mooring in "Blue Lagoon" and toured the south of the island by local busses. Two things will remain in our memory: the beautiful tropical landscape and the madness of the bus drivers. We survived.

On the way north to St. Lucia we ran into nasty waves not far west from the northern tip of St. Vincent at night but the rest of this leg was fast and pleasant sailing. In the morning we passed the "Pitons" of St. Lucia (2 basalt mountains) in good light. We wanted to stay in Marigot Bay for one night, a small paradise we had come to know 3 years ago. When we entered the inner bay we realised that the whole southern part was a huge building site. Paradises don't last long nowadays.

We fled the place and carried on to Rodney Bay where we anchored in the inner lagoon. There is no swell at all and this was important as we had to tighten the shrouds by lashing them closer and we had to do this work sitting in the dinghy. Then we filled all our petrol (gas) containers for the Atlantic crossing as it costs half the money here compared to the French islands. In a supermarket we bought basic stores. St. Lucia is more or less run by the US and their goods are cheap. For wine and more sophisticated foodstuff we top up in the French supermarkets.

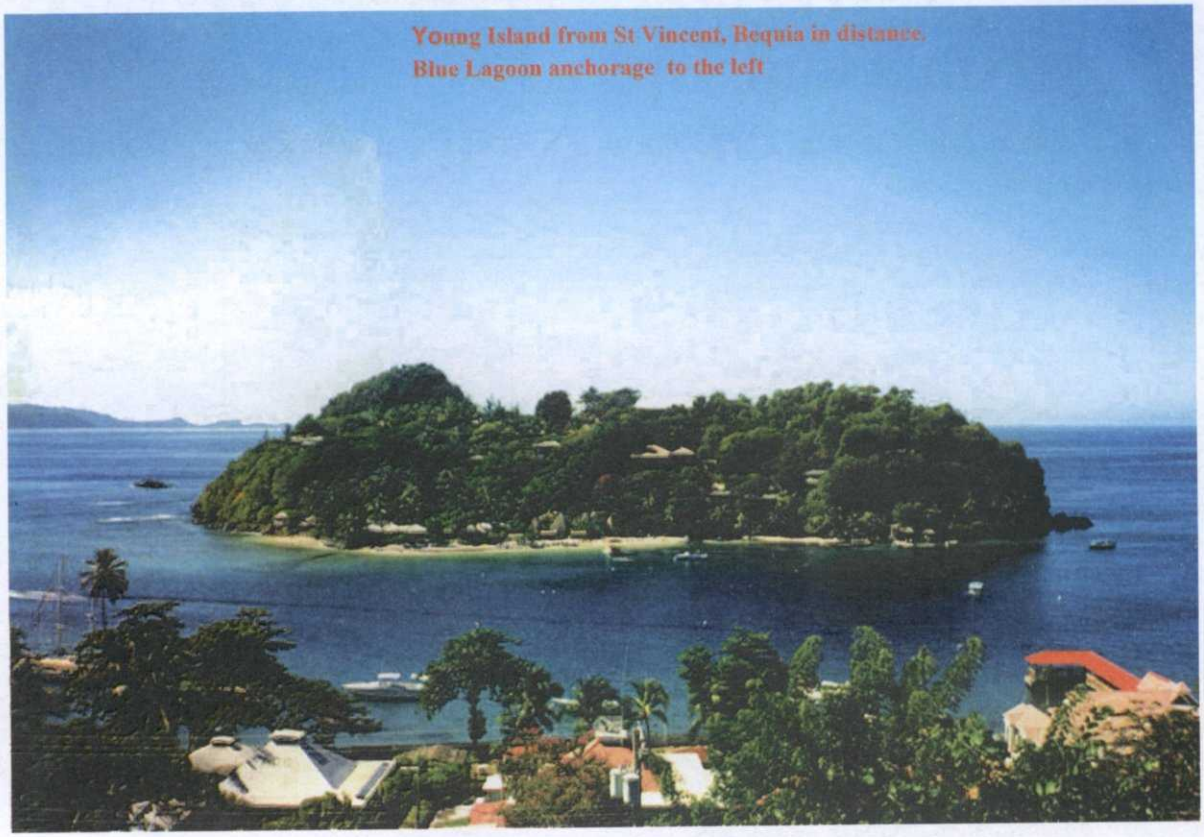
On April 27th we had a pleasant sail to windward for he 20 nm to Martinique with 3 bft from south of east. If this weather pattern prevails we should find good sailing conditions on the first third of our Atlantic crossing. Wish us good luck!

LATE NEWS

On May 5th early in the morning the wind left us and we had to start the engine. We were about 21 deg. N and wondered about it as we had not expected the southern boundery of the horse latitudes so far south. But soon we realised that it was a disturbance from the West. We had to pass a chain of heavy clouds but could avoid being hit by a rainsquall. After about 10 hours we could stop the engine and sail on a reach with westerly winds. Shortly after sunset we got into a heavy rainsquall with strong wind. Until afternoon next day we had light winds from various
directions. Then the wind was off again and we had to use the engine for another 15 hours. From there on we had southerly winds again but much rougher than during the first days.

On Monday 22nd we listened to Herb´s Net (USB 12361) on our SSB receiver and were warned of 2 depressions forming WSW from us. Our position was approx. 30,5 deg N and 045 deg W. From there on we sailed eastward hard on the wind for 3 days. As we were now far off the course to Flores we changed our port of call to Horta on the island of Faial. After listening to Herb again we set course on Horta on May 26th. The depressions had died meanwhile but a dangerous storm depression followed us now.

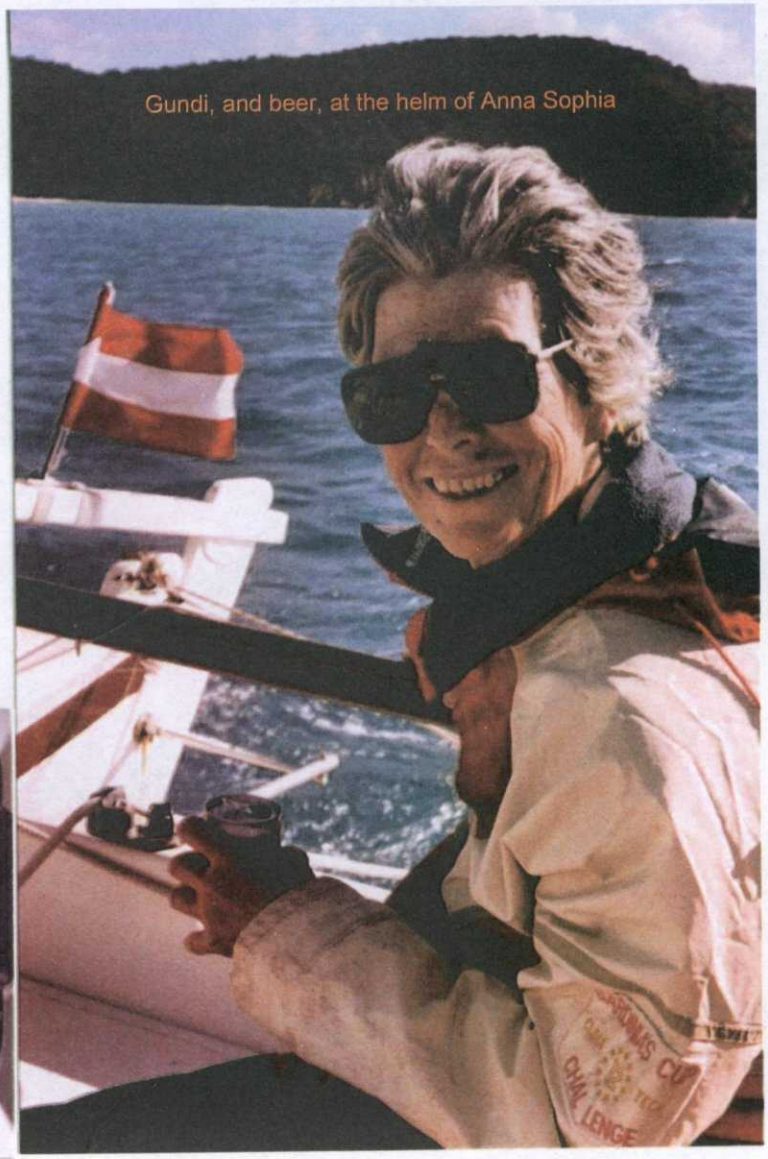
On May 29th we were becalmed completely. As we still had enough fuel using the engine was no problem. The next day the wind came back but this time from NE. So we had it straight on the nose. With our 8 hp engine it became a challenge but on May 31st at 04 35 UTC we rounded the head of Horta´s breakwater and anchored in the safety of the harbour. When daylight came the impression was overwhelming. It was if we were put from one world into another. Coming from beaches fringed by coconut palms we were surrounded by an Irish green landscape and a town with a mixture of Portugese and Dutch architecture, illuminated by a Scandinavian sun. It was like being amidst a fairytale. It took some time until we realised that we had made it. 2242 nm in 21 days on a W to E course across the Atlantic is far better than we could expect from a 30 ft catamaran like Anna Sophia.Meanwhile the depression has passed us with up to 40 kn winds, moored in a package with a Norwegian monohull on the head of a pontoon, anchors out to windward. The barometer is rising again, wind and rain have left us and we are curious to come to know this beautiful world around us.



Young Island from St Vincent, Bequia in distance.
Blue Lagoon anchorage to the left

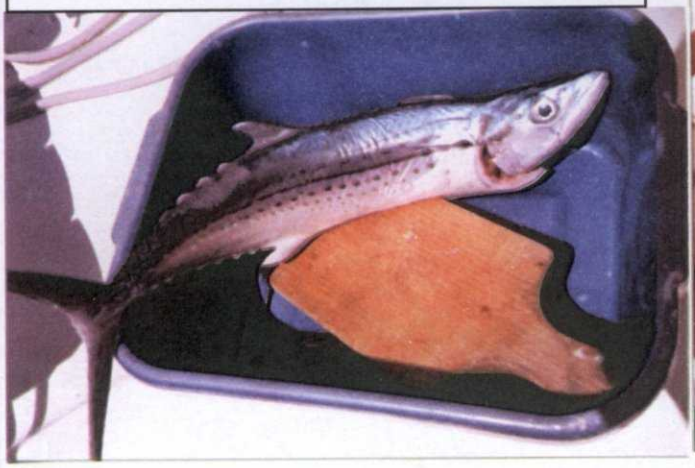
On Wednesday, May 10th at 10 40 UTC we pulled up the anchor at St. Anne/Martinique. After rounding the SE-tip of the island we could set course on Flores, the westernmost island in the Acores and could proceed along a great circle line for almost 12 days. The sea was calm, the wind 3-4 bft and it was pleasant sailing to windward, no rain, no water reaching the rear of the cockpit. The autopilot was working perfectly for the whole crossing and there was time for preparing elaborate meals and enjoying them. During these first days we had the feeling of being on holydays.

On the 3rd day we caught a triggerfish. It had the size of a middlesized carp and gave a wonderful curry. We knew this type of fish from Portugal where we had caught 2 much smaller ones . Their skin is very tough and one needs a sharp knife to open the body. In Portugal we had learned to fry this fish first and then take off the skin. The flesh is very tasty and the price in Portugese fishmarkets is rather high.



Gundi, and beer, at the helm of Anna Sophia

Not the triggerfish but a wahoo caught west of Nevis time



Hints and Tips Ben Mullet Tiki 30 *Pilgrim*

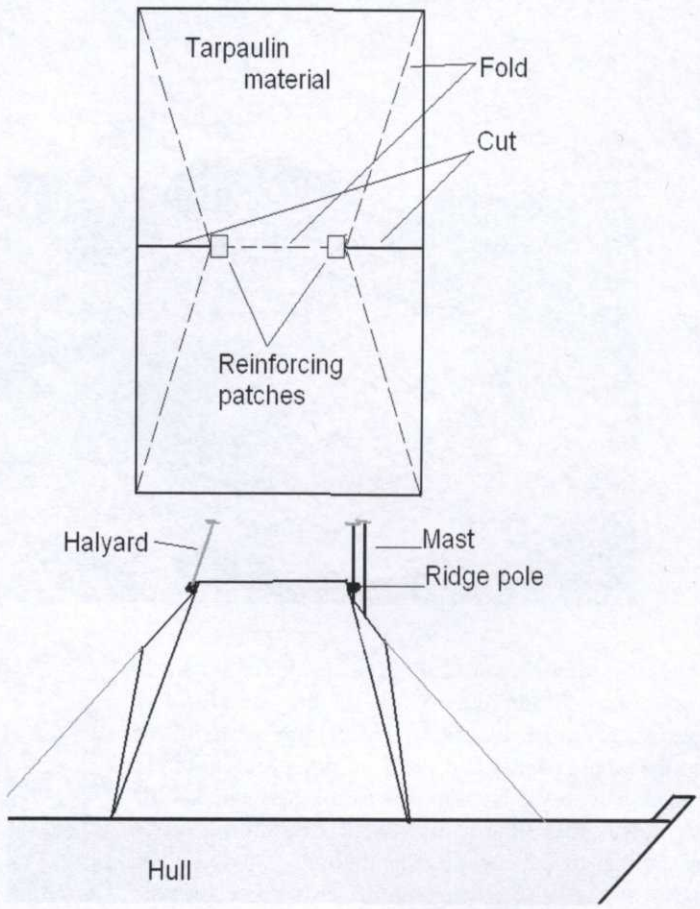
Tarpaulin Deck Tent

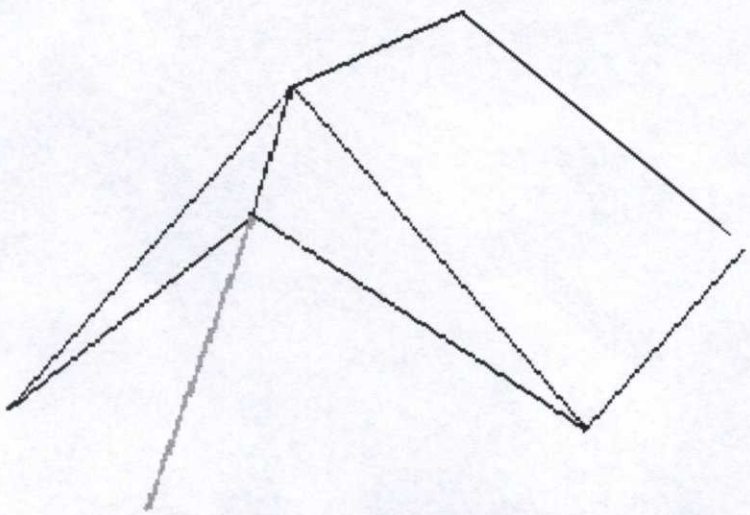
This may seem obvious, but for ages we have been struggling with the idea of more deck cover, and have had no end of notions that ended up by doing nothing because of the complexity.

Our tent needs to provide shelter primarily from the sun, since it can be fierce in the Canaries, and we are still enjoying being there! It also needs to shelter us from the occasional shower, since we tend to scatter our belongings around the deck, which means that all hands go scuttling around tidying up if there are a few drops of rain - since this can quickly become a shower that is over soon - maybe in a few minutes - but has still wet all our stuff.

So light duty shower protection was a must!

This tent is open at both ends for good ventilation and easy construction. It is made from a tarpaulin that is slit and reinforced, then folded over a ridge pole held to the mast by lashing, and supported by a halyard to the free end. Lines to shrouds can help to stabilise the free end. We tried using our gaff, but ended up using a ridge pole of similar length that sits just above it, because the stowed sail bulges the tent too much and it will not hang neatly.





End flaps are overlapped at top and stayed to shelter end of tent

Tarpaulin materials vary greatly, so you need to check for material compatibility with any glue used. We have used the local impact adhesive with success, and PVC has been successfully glued with the 'solvent adhesive' used for PVC pipes. Patches and folds are glued and sewn by hand, although we have been promised the loan of a sewing machine.

It was quick and easy, and (excluding the pole which was free) all materials cost less than 25 Euros on our Tiki 30!

Ben

Hints and Tips Ann Clement

Depth Sounders

I was recently asked where to put the depth sounder in a new Tiki 46 and here is what I suggested after having done it wrong for our own boat.

You want it in the starboard hull because it is entering and leaving harbours where it is most needed. In the US it is especially needed on the East Coast for the Intra Coastal Waterway - the ICW - because that is just like a 1000 mile harbour entrance and the dredgers have not been keeping up with it all lately. Imagine a big tug coming towards you and you need to creep along at the very edge of your side of the channel. That is the starboard side so the starboard hull is the place for the depth sounder.

Another thing, they now have these fancier depth sounders that show the contour of the bottom so you can easily see which way to turn to get yourself into deeper water. They are not overly expensive either. So when you see that the channel is silted up pretty badly, and you are about to touch bottom, you want to know if you need to turn left or right. The new style depth sounder will give you that information. My simplistic digital read out only gives me the bad news that I am about to touch, and it tells me nothing about which way to go.

Lastly, they call them fish finders, and maybe they will also find some supper for you too. Worth a try?

Filleting practice

I remember when we first started building this boat, I was fearful of making messy fillets and having to sand for ages to make them look nice again. I doubted that I could ever make them look nice even that way either. I was worried and depressed just thinking about it.

Here is how you can practice making fillets. Get out the actual tools you plan to use, get a box or something you can use with angles to put fillets into, and pick up a large jar of creamy peanut butter at the store. It is the exact consistency you need.

Now just glob a mess of the stuff into the area to be filleted. Just whop it in there and do not hesitate.

Next, run the filleting tool** gently along the goop generally in the direction you require. And then press the tool at an appropriate angle (30-60 degrees works well for most folks) against the corner of the joint and run it along the corner/joint to be filleted.
****Filleting tool can be rounded wooden mixing stick, small diameter PVC piping, anything else with a half round shape at it's end**.

Now the fillet should be perfect (or it will be after just a little more practice), but there is a mess of filleting mix on each side of the fillet. So take a putty knife that has had its sharp corners rounded with a file and put one corner next to the fillet and simply run it along beside the fillet and remove all the excess.

Try this until you feel ready to progress using epoxy, the peanut butter can be collected up and reused again and again.

Now here is where you can save yourself several months of work. If you will keep some paper toweling handy and a bowl with a tight fitting lid, and some methylated spirits, you can make up some boat builder's "baby wipes". Tear off a dozen paper towels, put them in the bowl, add a little methylated spirits, and put on the lid. Let them soak up the meths and get just dampish. Then use them to wipe off any smudges of filleting mix that the putty knife left behind.

You can wipe up epoxy in one second but it might take ten minutes of sanding to get it cleaned up. Do the math! You will be sailing sooner if you wipe off any excess epoxy before it hardens.

If you epoxy coat and lightly sand each and every piece of wood before it gets put into your boat, every single surface will be ready and waiting for the next step in the building process. Ready for laminating, ready for bonding, ready for filleting, ready for varnish or paint. Remember that it is lots easier to coat and sand when pieces are on the bench than when they are fastened to the boat at awkward angles. And your wife does not love sanding at those angles. I know, I am a wife. We gals might love to sail, but we do not like sanding. Nobody does. So make it easier by doing it on the bench as much as possible.

One caution!!! There are just a few places where wood can be uncoated before it goes into the boat. Follow the plan directions carefully. Fiberglass goes on bare wood, the beams are laminated up bare and shaped and then coated or glassed as needed. But you get the idea. Inside stringers should have their surfaces coated and sanded before being glued in. Also, do not forget to shape the upper edge so it will not allow water to pool against the hull surface. Make them shed water. Where the stringer will be glued to the skin, it should be left bare though.

See also Gougeon's reprinted technical pages on bonding, laminating and filleting—Ed

Getting your Boat Built — Dave Peak

Building a boat has always been something of a leap of faith, certainly more so 20+ years ago than it is today with stitch & glue designs and use of epoxy resins. But for the first time builder there's still the wariness of taking that first step.

Getting the Knowledge

In byegone days, if you wanted to learn how to build a boat for yourself you had to pretty much teach yourself the techniques used. Nowadays timber and epoxy wholesalers and retailers realise that if you give the information away for peanuts, you stand a great chance of recouping that loss leader through sales of their timber and epoxy product lines.

Nowhere is this more true than two booklets from Gougeon Bros, producers of W.E.S.T. epoxy and pioneers in saturated wood epoxy for their ice-boats. The booklets are "Wooden Boat Restoration & Repair" and "Fibreglass Boat Repair & Maintenance" about $5/£5 each, best value in world in my opinion!

You can ignore the "repair" bits, or at least file it away for a few years. Both booklets have sections on the basics of the materials—basic epoxy chemistry, why and where to use the different fillers, the advantages of differing consistencies, surface preparation, epoxy coating plywood panels, covering with fibre-glass cloth, bonding materials together, laminating, final fairing, where problems occur and how to avoid making them etc etc

This reasonably "free" training is extended by Gougeon (and their UK agents Wessex Resins) to offering "hands on" workshops in US & UK. You get to play with epoxy to see what it can and can't do. The Gougeon course is a 2 day deal, whereas Wessex offers a one day course. Ask other manufacturers if they offer courses—make sure it's a hands-on workshop rather than a seminar where someone else will handle the product.

I would strongly urge potential builders to invest the couple of hundred pounds/dollars to gain the confidence in handling epoxy before you start on the boat. I was so impressed by the amount of information available while on the US course, I attended it 3 times and gained more info and confidence each time.

Can you do it on your own? Of course you can, but why learn by trial and error as surely you will when there's a better/easier way. Added to the hands on experience, there will be technicians who share your love of boats and genuinely want you to be successful and will work with you to make sure that you get the maximum from your time with them.

Aha! but you don't live anywhere near where the courses are offered!. There are videos that walk you through the processes and (obviously) they can be repeated ad- nauseum until you understand the process completely. Sure you can't get the feedback if something goes wrong but Gougeon along with most other epoxy producers offer pretty good technical help-lines by telephone (and internet some).

There are a few mini projects in each of the books that allow you to gain confidence before starting on the actual build of your boat.

Starting Small

Building a model is a useful aid in learning boat building techniques and shows how straight forward a build can be. The materials are easy to handle, inexpensive and simple hull shapes can be put together in a single evening.

Using 1:12 scale, keeps things simple feet become inches, 1/4-3/8" ply can be replaced by 1/32-1/48" balsa sheets to get similar stiffness/bending.

If you haven't bought your Wharram plans yet, there are free plans available on the internet, in books and magazines that you can use for your model.

I like to use "super glues" to replace the stitch and glue stage of holding the pieces together before bonding. I also prefer to use normal wood glue thickened with normal kitchen flour. I have heard that flour is used by builders of full sized boats for non-structural fillets.

So get down to the hardware store, hobby centre and grocery store and £5/$5 and an evening or two will see you with a finished hull.

Get Involved

Volunteering to help another builder rarely gets rebuffed. If you know which end of a brush is which, most builders will find a use for you but do be honest about your abilities.

Tell the builder what you'd like to learn, they may show you or have you work on an aspect of the skill that you want to pick up. But do give them advance notice that you want to stop by. That way they can prepare in advance.

A side benefit might be the they offer you a sail on their boat which probably will be sailing before yours ;-)

Your First Epoxy Project — Dave Peak

After building a scale model, it would be good to build something useful and not too expensive, to put into play and exercise boatbuilding techniques.

I've noticed the ever increasing number of car-top carriers in use and even contemplated buying one, until I checked the price—£150+ for even the smallest ones and thought, damn that shouldn't be difficult to build myself in epoxy/ply for less than £20.

For the design, I chose a simple rectangular wedge shape (leaving out the compound curves of the production models) .I developed the shape from a simple rectangular box (see sketch). Use the box dimensions as a starting point, yours could be longer, shorter, narrower or wider although I wouldn't make it too much higher or lower.

Using a stiff cardboard I built a 1:4 scale model of the carrier, taping the pieces together to form basic shape, modifying as needed.

You can make it simpler, a basic box or more complex (narrowing at the front—for decreased wind resistance, just a couple of alternatives that went through my mind).

Materials
I chose to use 9mm ply for the flat base and 6mm for the box.

Cut out all pieces.

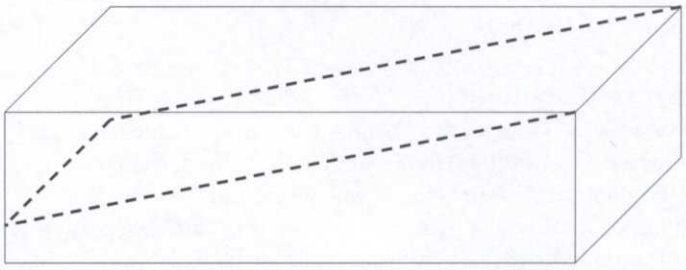
I don't think coating with epoxy is warranted for a car top carrier, but if you decide to do so this is the time to do it when all pieces are flat. But do seal edges of ply!!!

Use standard **stitch and tape technique**** to reinforce all the joints inside and out.

*** If you can't get this off the internet or from your local library, contact me via PCA office and we'll get something out to you.*

Glue and screw a 1"x 0.5" strip of wood around the inside edge of all sides but do it 0.5" in from the edge. This strip of wood sits on the base and keeps the weather out.

With the strip installed the carrier will now have quite a good bit of stiffness, if you made yours longer or wider additional stiffening in the form of additional strips of wood can be added. Large areas of thin ply are pretty floppy so break up those large areas with stiffening ribs.



Basic dimensions : length 48", width 24" basic height 12"

Cut the base to shape so it's a snug fit inside the top.

Additional touches.

* The base will need bolting or lashing to your roof-rack
* The base can have compartments
* The top will need lashing to the base
* Paint it

If you look at your car top carrier upside down, you'll see that it's not to far away from a boat shape—and that's the purpose of this piece to show you that it's NOT rocket science and that you can build a boat!

Are you thinking of starting a build ?

but not sure if you have the time, skill, money, facilities?

The PCA can help in some, if not of all of these areas

* Time—we can help putting members together in co-operative efforts that will knock major amounts of time from your build. But you've got to tell us that you're starting a project, would like help or would like to help someone else before starting your own build.
* Skill—likewise we can put you in touch with members to aid in the learning of the skills needed, volunteer a few weekends helping out on another build in return for getting your hands dirty picking up the basics of the skills you'll need
* Money– The PCA can aid you in getting the absolute best discounts on the materials, hundreds of potential builders carries more clout when negotiating bulk discount pricing than does a single builder.
* With the possible formation of the PCA Builders Group (see page 18) and it's ability to reclaim VAT we can hopefully invest in building site aid and tools in the future.

Building your Epoxy Construction Skills

Bonding (gluing)

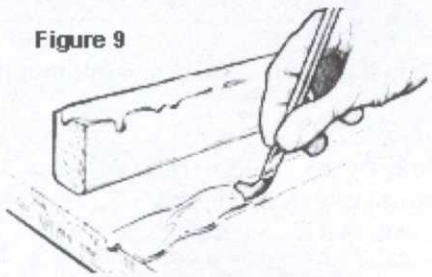
This section refers to two types of bonding. Two-step bonding is the preferred method for most situations because it promotes maximum epoxy penetration into the bonding surface and prevents resin-starved joints. Single-step bonding can be used when joints have minimal loads and excess absorption into porous surfaces is not a problem. In both cases, epoxy bonds best when it is worked into the surface with a roller or brush.

Before mixing epoxy, check all parts to be bonded for proper fit and surface preparation, gather all the clamps and tools necessary for the operation, and cover any areas that need protection from spills.

Two-step bonding

1. Wet-out bonding surfaces-Apply a neat resin/hardener mixture (without fillers) to the surfaces to be joined (Figure 9). Wet out small or tight areas with a disposable brush. Wet out larger areas with a foam roller or by spreading the resin/hardener mixture evenly over the surface with a plastic spreader. You may proceed with step two immediately or any time before the wet-out coat reaches the final cure stage.

Figure 9

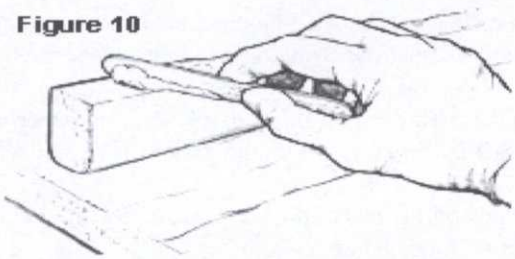


Apply resin/hardener mixture to the bonding surfaces.

2. Apply thickened epoxy to one bonding surface. Modify the resin/hardener mixture by stirring in the appropriate filler until it becomes thick enough to bridge any gaps between the mating surfaces and to prevent "resin-starved" joints. Apply enough of the mixture to one of the surfaces, so that a small amount will squeeze out when the surfaces are joined together with a force equivalent to a firm hand grip (Figure 10).

Thickened epoxy can be applied immediately over the wet-out surface or any time before the wet-out reaches its final cure. For most small bonding operations, add the filler to the resin/hardener mixture remaining in the batch that was used for the wet-out. Mix enough resin/hardener for both steps. Add the filler quickly after the surface is wet out and allow

Figure 10

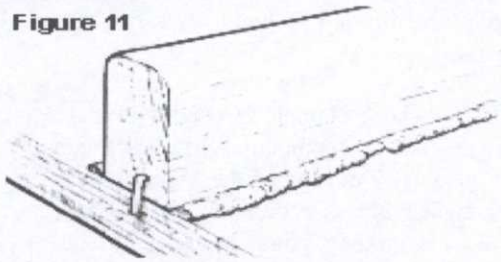


Apply thickened opoxy to one of the bonding surfaces.

for a shorter working life of the mixture.

3. Clamp components. Attach clamps as necessary to hold the components in place. Use just enough clamping pressure to squeeze a small amount of the epoxy mixture from the joint, indicating that the epoxy is making good contact with both mating surfaces (Figure 11). Avoid using too much clamping pressure, which can squeeze all of the epoxy

Figure 11

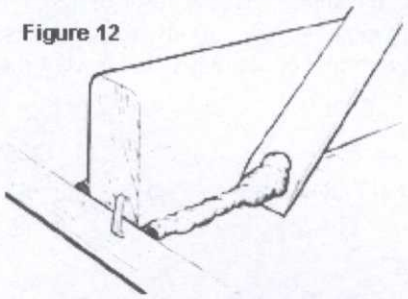


Clamp components in place before the epoxy gels.

mixture out of the joint.

4. Remove or shape excess adhesive that squeezes out of the joint as soon as the joint is secured with clamps. A wooden mixing stick with one end sanded to a chisel edge is an ideal

Figure 12



Remove or shape excess epoxy that squeezes out of the joint.

tool for removing the excess (Figure 12).

Single-step bonding

Single-step bonding is applying the thickened epoxy directly to both bonding surfaces without first wetting out the surfaces with neat resin/hardener. We recommend that you thicken the epoxy no more than is necessary to bridge gaps in the joint (the thinner the mixture, the more it can penetrate the surface) and that you do not use this method for highly-loaded joints or for bonding end grain or other porous surfaces.

Laminating

The term "laminating" refers to the process of bonding numbers of relatively thin layers, like plywood, veneers, fabrics or core material to create a composite. A composite may be any number of layers of the same material or combinations of different materials. Methods of epoxy application and clamping will differ depending on what you are laminating. Because of large surface areas and limitations of wet lay-up time, roller application is the most common method for applying epoxy. A faster method for large surfaces is to simply pour the resin/hardener mixture onto the middle of the panel and spread the mixture evenly over the surface with a plastic spreader. Apply thickened

mixtures with an 809 Notched Spreader.
Using staples or screws is the most common method of clamping when you laminate a solid material to a solid substrate. An even distribution of weights will work when you are laminating a solid material to a base that will not hold staples or screws, such as a foam or honeycomb core material.
Vacuum bagging is the ideal clamping method for laminating a wide range of materials. Through the use of a vacuum pump and plastic sheeting, the atmosphere is used to apply perfectly even clamping pressure over all areas of a panel regardless of the size, shape or number of layers.

NOTES:

Primary/Secondary Bonding

Primary bonding relies on the chemical linking of adhesive layers such as the wet lay-up of fiberglass laminate in a mold. All the layers of adhesive cure together in a single fused layer. Epoxy applied over partially cured epoxy will chemically link with it and is a primary bond. The ability to chemically link diminishes as the epoxy cures and it becomes a secondary bond.
Secondary bonding relies on the mechanical linking of an adhesive to a material or cured epoxy surface. The adhesive must "key" into pores or scratches in the surface-a microscopic version of a dovetail joint. Proper surface preparation provides a texture that will help lock the cured epoxy to the surface.

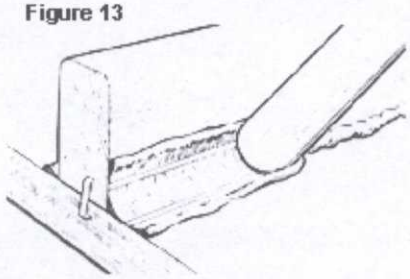
Clamping

Any method of clamping is suitable as long as the parts to be joined are held so that movement will not occur. Common methods include spring clamps, "C" clamps and adjustable bar clamps, heavy rubber bands cut from inner tubes, nylon-reinforced packaging tape, applying weights, and vacuum bagging. When placing clamps near epoxy-covered areas, cover clamp pads with duct tape, or use polyethylene sheeting or release fabric under the clamps so they don't inadvertently bond to the surface. Staples, nails or drywall screws are often used where conventional clamps will not work. Any fasteners left in should be of a non-corroding alloy such as bronze. In some cases the thickened epoxy or gravity will hold parts in position without clamps.

Bonding with fillets

A fillet (fil'it) is a cove-shaped application of thickened epoxy that bridges an inside corner joint. It is excellent for bonding parts because it increases the surface area of the bond and serves as a structural brace. All joints that will be covered with fiberglass cloth will require a fillet to support the cloth at the inside corner of the joint.
The procedure for bonding with fillets is the same as normal bonding except that instead of removing the squeezed-out thickened epoxy after the components are clamped in position, you shape it into a fillet. For larger fillets, add thickened mixture to the joint as soon as the bonding operation is complete, before the bonding mixture is fully cured, or any time after the final cure and sanding of exposed epoxy in the fillet area.
1. Bond parts as described in Bonding.
2. Shape and smooth the squeezed-out thick epoxy into a fillet by drawing a rounded filleting tool (mixing stick) along the joint, dragging excess material ahead of the tool and leaving a smooth cove-shaped fillet bordered on each side by a clean margin. Some excess filleting material will remain outside of the margin (Figure 13). Use the excess material to re-fill any voids. Smooth the fillet until you are satisfied with its appearance. A mixing stick will leave a fillet with about a 3/8" radius. For larger fillets, an 808 Plastic Squeegee, cut to shape or bent to the desired radius, works well.
Apply additional thickened epoxy to fill voids or make

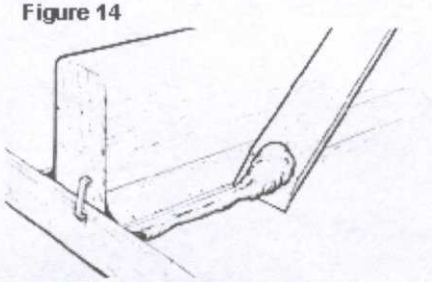
Figure 13



Shape and smooth the fillet with a rounded tool.

larger fillets. Apply the mixture along the joint line with the rounded mixing stick, using enough mixture to create the desired size of fillet. For longer or multiple fillets, empty caulking gun cartridges or disposable cake decorating bags can be used. Cut the plastic tip to lay a bead of thickened epoxy large enough for the desired fillet size. Heavy duty, sealable food storage bags with one corner cut off may also be used.
3. Clean up the remaining excess material outside of the margin by using a sharpened mixing stick or a putty knife (Figure 14). Fiberglass cloth or tape may be applied over the fillet area before the fillet has cured (or after the fillet is cured and sanded).

Figure 14



Clean up the excess epoxy outside of the fillet margin.

4. Sand smooth with 80-grit sandpaper after the fillet has fully cured. Wipe the surface clean of any dust and apply several coats of resin/hardener over the entire fillet area before final finishing.

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The above article is a small sample of valuable info in the technical booklets "Wooden Boat Restoration & Repair" and "Fiberglass Boat Repair & Maintenance". Both available from most chandleries or direct from Gougeon Bros or their UK agents Wessex Resins.

Once you have mastered these basic skills, you have the building blocks to successfuly build your project!
Good luck, Ed

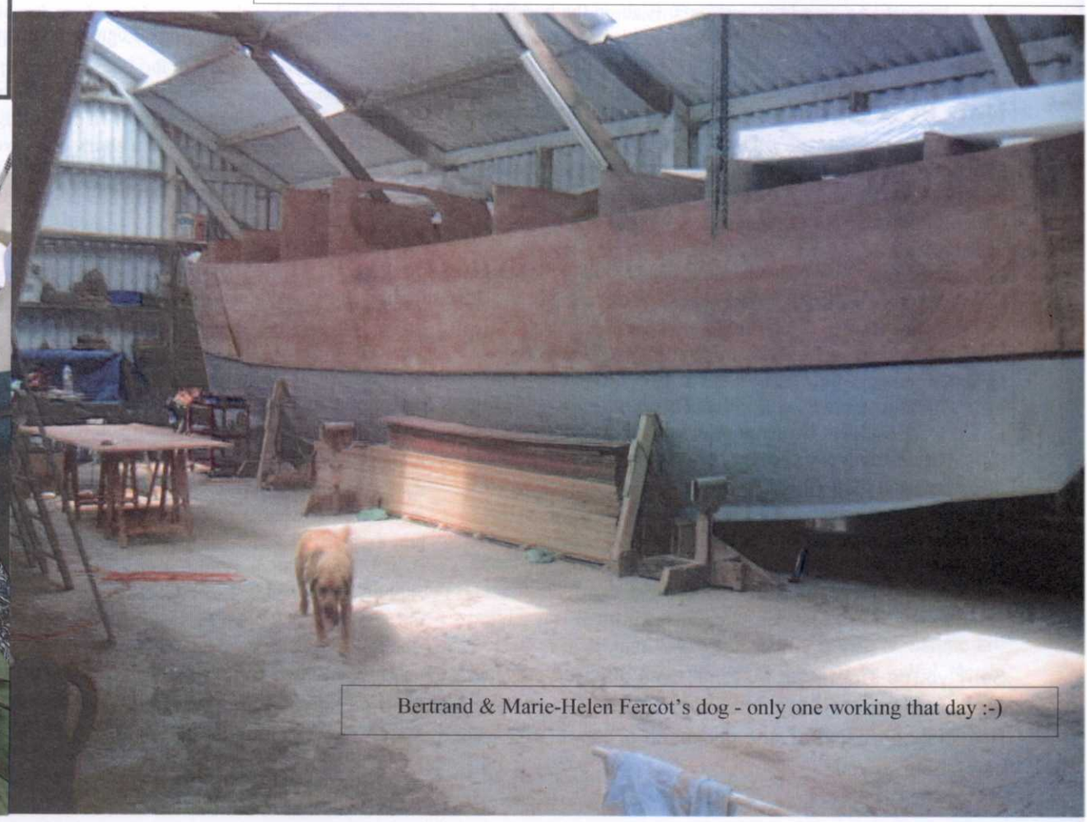
Clif Thompson, assisted by Ann & Nev Clement

Builders

We couldn't leave this builder out, could we?

Dirk Horstmann working on new cabin tops for his Tane, that's a very neat workshop. Elisabeth is a VERY understanding lady!

Ken Hook turning the port hull on Ben-Tiki



Bertrand & Marie-Helen Fercot's dog - only one working that day :-)

PCA Builders Group

An idea of a VAT registered association open to PCA members

I've always felt that membership of the PCA should be of greater value other than that of a communal group of like minded (as far as their choice of boat design) people.

Given our estimated 350+ members with a probable estimated average income of £15,000, this amounts to a group income of £5.25 million per year. If our disposable income is only 5%, this represents some £250,000 in annual purchasing power.

With this in mind, I've started negotiations to obtain wholesale discounts from a number of marine suppliers to get the very best discounts for our members. I already have 2 suppliers on board and will present a more complete list in the next issue.

How we envisage this working, is that when a member is ready to purchase boat building equipment he'd contact the group builders@pca-seapeople.org

Further to gaining wholesale account status to enable members to obtain the best discounts on epoxy, lumber. paint and outfitting gear, we've also set up a VAT registered group on a one years trial basis.

With VAT(TVA) adding 15-19% to our boat building costs, I've asked a couple of accountants about the possibility of registering the PCA for VAT to enable us to recover some of this tax. Both gave me encouraging feedback. I mentioned this VAT registration at a previous AGM as a potential to help both the PCA and it's members.

Stumbling blocks

This still needs to be fully discussed by the committee. Our treasurer expressed concern about additional paperwork and potential punitive penalties that she felt existed. Her experience is limited to simple book-keeping.

Feedback from accountants on these concerns -

Paperwork is minimal, 1 form , 2 entries 3 simple addition/subtractions. I volunteered to take over this paperwork for the trial period.

Penalties were found to be very moderate unless filing exceeded 1 year and even then were about 25% of tax due.

At the London Boat Show I spoke with a representative from the Yacht Council who had helped other organizations file for VAT. BUT stated that if the PCA registered, than all it's income would be liable to VAT membership fees, merchandise etc—ie increased cost to members! Not something I was prepared for.

So the idea emerged of a PCA Builders Group, open to all paid up PCA members, that would register for VAT.

It will be for a trial period and can be wound up easily.

How PCA Builders Group would possibly work

Member requests to be part of group purchase and provides purchase list of materials needed (for build/refit etc) to pcabuilders@pca-seapeople.org or via mail to Builders Group via the PCA Office. (E-mail is preferred to limit forwarding by PCA Office)

PCA would then approach our wholesale suppliers for best price.
Depending on a) where members live VAT area or not b) where suppliers are located one of two things kick in

VAT affected (member OR supplier in VAT country)

- Members would be forwarded price quoted PLUS a 1% finders fee (you'll get this back later)
- Member pays PCA Builders Group total price OR finders fee + pays supplier direct
- PCA Builders Group provides member with invoice showing VAT paid (you need this when you register your boat)
- Upon filing and recovery of VAT paid, PCA Builders Group will distribute between group members (on pro rata basis) and PCA

Member and supplier not in VAT country

Members would be forwarded price no additional fee charge
Member purchases not considered for VAT distribution, this is purely obtaining best price for member

So if you're starting a build or even a major purchase of equipment in the next year, it is possible that you could help yourself and the PCA. There will be more information soon about the structure, management and financial operation of the proposed group. Please give me your feedback and support if you think this could be of help to you.

Dave

News from Sea People

USA - NORTH CAROLINA

Spring is arriving here in North Carolina and the warmer weather has helped make the project a bit more enjoyable. Laura and I are about 6 months into the construction of our Tiki 46, Sangraal.

I was expecting my son home from college during his spring break and about that time I got an unexpected phone call from my buddy Al saying that he was coming for a visit. Al has been running deliveries to the Caribbean all winter long so it was going to be great to have him here to catch up and visit, not to mention having another pair of talented hands in the boat shed.

Al's phone call prompted me to email Ann and Neville aboard Peace IV to find out where they were and how their plans were progressing…. The last time we had "talked" they were planning to haul out in Florida for bottom paint and various repairs before heading north for their homeport in Rhode Island. I was a bit surprised to find that they were already in Charleston SC with plans to head off shore for the Cape Fear River and then slowly continue north to Beaufort, NC where I could come pick them up for a visit. After which they would continue up the ICW to Norfolk where they planned to haul out at Rebel Marine. OK… well, that was Saturday night. Late Sunday night, early Monday morning I got an email from Ann saying that they were in Beaufort, favorable winds and tides had encouraged them to continue on across Frying Pan Shoals on a beautiful passage and they were way ahead of schedule.

Al and I jumped in the car and made the 4 plus hour trip from Winston Salem down to Beaufort and jumped on Peace. While a local friend took my car back up the road to our planned anchorage Ann, Neville, Al and I made a lovely passage up the ICW from Beaufort to the Neuse River. We had the wind aft of the beam the entire trip, ranging from 15 knots down to barely a whisper, so we let out just the jib and tried to keep Peace moving. Frequent disparaging comments were made about foul bottoms but Peace ignored them all and took us all the way up and out of Adams Creek where we turned west for Club Foot Creek. A few miles later we navigated the entrance to the creek in the dark and worked our way in slowly to the more than normally shallow waters. A few days of strong south southwesterly winds had effectively emptied the creek of quite a bit of water but we managed to work our way in and drop the hook with half a meter under the keels. This area has wonderful holding and boy did the anchors bite in! After a quick straightening of the boat we grabbed the trash and the laundry, took the dinghy ashore, loaded the car and left Peace to enjoy the quiet hospitality of the North Carolina coast.

The drive home went fast as we all gabbed and caught up on all the gossip. We arrived about 2 am and made haste for the beds. As I drifted off I realized that I had 7 people, one dog and two cats in the house this week! That was quite a bit different from the normal two people and one dog that are usually here. If nothing else it was time for a trip to the grocery store.

Tuesday morning, bright and way too early, Ann and Neville got their first look at the boat shop, a converted greenhouse in my backyard, and my progress so far. After lots of praise and a few suggestions we spent some time looking through the plans and discussing how best to utilize all the help we had available. Over the next three days, with most of the progress coming on Wednesday, we attacked the project from all sides. I just can't describe the joy of looking around and seeing all of my saws, sanders and planes in use at the same time! We made patterns for all the floors, spiled and dry fitted all of the plywood panels to skin the first lower hull and all of the bulkheads were sanded in preparation of the fillets to come. There was a constant stream of helpers and friends stopping by and by the end of the week we had 10 people sharing the labor. There were lots of smiles and laughter filling the days and that made the hard work a bit easier. By Thursday morning we were ready to start mixing epoxy so, due to Neville's allergy to epoxy, it was time for he and Ann to head back to Peace. After one last meal with the crowd Laura and I loaded up Ann and Neville in the car and headed down the road. We spent the night on Peace and parted ways the next morning.

I cannot begin to calculate how valuable Ann and Neville's generosity has been and continues to be. Just the opportunity to sail on Peace and look around at the finished "product" is priceless but their willingness to take time off and pitch in with the actual construction cannot ever be repaid. They have saved me weeks worth of work between the work they did and all of the tips and suggestions on how to work efficiently. Ann was constantly emphasizing that every day saved on the build is a day earned sailing… that sounds like a good investment to me.

I know that I cannot ever repay them for their help but I can "pay it forward" and in that spirit I have created a website, www.Tiki46.com that will serve as a virtual home base for all of the owners / builders of the Tiki 46s. We'll share tips, techniques, trials and triumphs! If you are a Tiki 46 owner/ builder please drop me an email so that I can add you to the website. I hope that you'll stop by for a visit sometime either on the website or in person here in beautiful North Carolina. We'll even have some work clothes for you so you can join in the fun.

Clif Thompson
www.Tiki46.com

Sh*t Happens Ann & Nev Clement

Mar 15 Cliff Thompson mostly works alone in Winston-Salem North Carolina building his Wharram Designs Tiki 46 (just like our boat) because his wife works full time during the week and he has a high paying weekend job. So when he brought Nev and I from where we had anchored Peace in a little creek off the Neuse River, we were pleased to see that he had finished both keels, cut out both sets of lower bulkheads, and glued them into the first hull along with the stringers. He is doing beautiful work and is going to have a fine boat. The large poly tunnel he built is light, bright, and warm on a cold day due to solar heating, and breezy with lots of fans when needed in summer. Best of all, it is in his back yard so he just walks out the kitchen door and gets to work. He works 9 to 5 week days.

The first day, Nev and I had to catch up on sleep rations, but today we went down to the shed right after breakfast and Nev and friend Al made some of the patterns for the floorboards while I sanded the glue and fillet lines on the bulkheads assisted by vacationing Laura and young relative Chris who completed his high school diploma requirements today. Atta Boy Chris!

Meanwhile Cliff planed the flange and then Nev and Al dry fitted the skin of the lower hull and Chris and Nev made the rest of the patterns for the floorboards while it was easy before the skin went on. When we leave in a day or two, the lower hulls will be ready to glue up. With a great gang like this helping, it makes the build leap forward. I saw Cliff grinning and giving the hull a little excited hug for just a moment. And while we break for tea or sandwiches, the talk
is all about how to make the work go quicker, easier, better, etc. Cliff has a long list of hints and tips for Tiki 46 builders. svmoxie@hotmail.com

Cliff will drive us back to Peace in a day or two, but we will stop again on our way south in the autumn to see how he is getting along.

It really took us back along Memory Lane to see his project. I am so glad we have mostly finished building our boat and are out cruising already. Even though I did not like boat building, Nev loved it in spite of his skin allergy to epoxy and I sure love this boat and our cruising life now.

A few days ago, on night passage, I put our folding butterfly chairs out on the foredeck and we enjoyed the sights of the evening as Peace gurgled along in light winds under full sail in smooth seas. We disturbed a loon and he fluted his little melody three times. The moon was nearly full; we had cups of hot cocoa, and were holding hands and feeling blessed. But the blessing came only after hard work. Cliff has the kind of self-discipline to get through the work and in about two years, he and Laura will be sailing too. He is gathering more friends to help in the future.

It takes a bit of planning to use helpers. Cliff has made it easy for us to join in and the weather is so darn cold, we would much rather do this than sit shivering in our boat. When the north winds finish with this gale, we will go north again.

Mar 18 It is near freezing but this area behind Cape Hatterass is simply excellent sailing. Nev and I have been taking time to explore some of the little creeks off the Pamlico and Neuse Rivers while we wait for better winds and weather. The tree lined shores are flat, the large expanses of water are an open invitation to sail, and the little creeks are mostly undeveloped and have excellent holding in black mud. Folks we meet are friendly. The 66-pound spade and Fortress 55 anchors love it so Peace feels like she has anchored right through to China, and the whole area fills me with serenity. Summertime is buggy, muggy, and has hurricanes as a worry, but spring and autumn are perfect for shallow draft vessels. We give Cape Hatteras area five stars then. But now it is near freezing at night, so this is too early in the year for a boat that has no heater!

Mar 21 Lots of folks made amusing or sympathetic comments about my barracuda attack. My son asked if it was wise to allow future released drunken barracuda to leave our boat and spread the word among all the other barracudas about free booze and "finger sticks" available on Peace IV. Smart assed kid! The swelling on my butt is still fist sized but less colorful. The toe is ok but has a scar and no sensation.

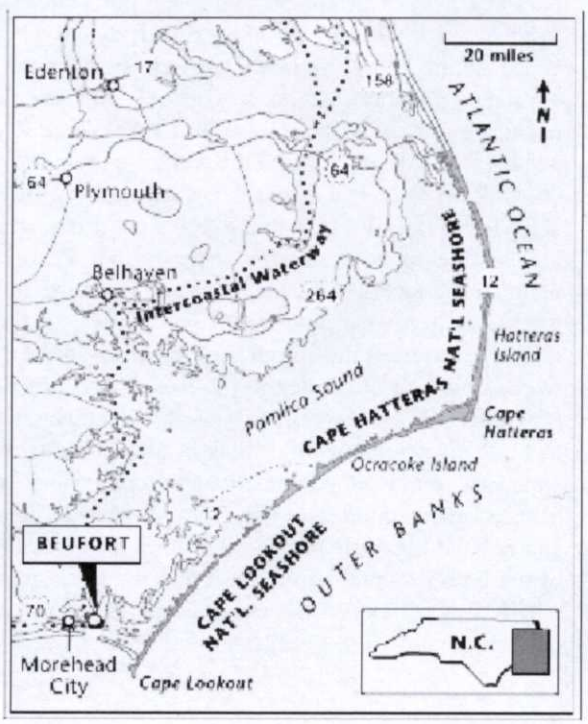
He has just taken delivery of the plywood for his Tiki 30 and is considering various schemes to get his wife involved in the build. I suggested chocolates and kisses. Worked for Neville... But boats seem to attract new friends and helpers seem to appear out of the woodwork. We will help when we get to Rhode Island, sister will come, etc.

The forecast continues with cold north winds and freezing nighttime temperatures so we will doddle through the Dismal Swamp Canal and head for Rebel Marine in Norfolk until it is warmer. Our plan is to haul near there for bottom paint.

Cruiser tip: The little hand held GPS's are now cheap and have a tiny screen. Ours has a boat shape and track line and this track makes an arc around the anchor as the wind shifts. Now I just turn it on when we anchor and the track develops an arc around the anchor position so I can open one eye and check it while still snug in my bed without running outside in the rain etc. Of course there is still the worry of other boats dragging down on top of you, but at least most of them will run aground first if you anchor in shallow water. I can plug my handheld GPS into the cigarette plug near my bunk, or into the galley, or the pod. It uses very little electrics.

Mar 27 When we arrived at Rebel Marine a few days ago, we discovered that the place near here where we had planned to haul, was no longer per-

Carolina Sounds



mitting folks to paint their own boats. It was a serious disappointment. But now we will haul at a commercial yard using a crane to lift us from our crossbeams (at station 3 and 7) and we will do our work there. This is not a yacht yard, but there will be electrics and water, so we will be ok. The folks are nice, so we will muddle through.

Our most important job will be to remove all the stainless strip we put along the keels because it is tearing away and leaves us exposed to catching snags etc. We look forward to having proper antifouling paint for the first time.

My daughter used to have a pin she wore back in her rebellious years saying, "shit happens" and lots of folks got a kick out of it. Well, today it happened to us.

When we first came to Norfolk extra early this spring, it was to see our good friends at Rebel Marine in Willoughby Bay and also to haul out on the 30 foot wide travel lift at another yard near here. We wanted to paint antifouling on the bottom and also remove a stainless steel strip we put on our keels that just does not want to stay fixed in place. Well, the travel lift arrangements fell through because they will not allow us to do our own work. Move on to plan B.

We arranged a crane to lift us out using a four point lift from the crossbeams at stations 3 and 7 (for you folks building boats like ours) at a commercial yard nearby. But there would be a delay, so we had to decline and head north because Neville has a green-card appointment with immigration sometime after May 1 and we did not know how soon after. We thought we should just go to RI and wait all bright eyed and smiling.

This morning the wind was right, Nev had tightened the rig, and we were off after a bit of delay for correction to the tightness of the rig (not THAT tight!). We had fair tide and a good wind and there was even a big ketch going the same way offshore, so we had all up doing 9 knots in hazy sunshine... ahhhh. It looked like it would be a fun little race.

Then BANG! the forestay broke loose, the foreward mast started wiggling about, the shrouds were free and dancing wildly and it was quite a shock to say the least. We released the jib sheets and Nev brought down the foresail while I headed into the wind and rolled in the jib, then we turned around and headed back to Rebel Marine while Nev set up the inner forestay.

I phoned David and he said he could still arrange the crane lift out and they would lift out the foremast so we could check it over for repairs and repair the damage to that mast case. There is a split on each side that can be easily repaired with epoxy, screws, bigger fillets, and more fiberglass. Maybe a stainless band too. We'll see.

What appears to have happened is a strop at the top of the mast gave way so we must fashion something stronger than what the rigger made for us in Britain 4 years ago. We will take a very close look at all the other mast top attachments on both masts while we are at it.

Meanwhile, we are back in what they call "The Rebel Zone! Da De Dum Dum.....DAAAA!" Apparently Capt Lane Briggs used to claim to put an invisible and extra long bungee cord around some of the boats here so they would always come back. I guess he is still doing that even though he died last year. He was one of the great schoonermen here in the Chesapeake so maybe we should be basking in the compliment that he wants us back? In any case we are somewhat more cheerful after a rum drink with Capt David Briggs and our favorite singer, Mike Aiken. The folks here are just wonderful and being extra kind to us.

So, the plan to be in Rhode Island is off again and if the immigration people want us to be up there, we will just have to hire a car and drive up. It is not too far for that.

Shit happens, and you gotta be ready for it. Always have a plan. Plan A, plan B, plan C... Here's where having built the boat, we can fix it ourselves.

April 3, 2006 Well, we are still at Rebel Marine here in Norfolk and the foremast is all ready to be lifted out whenever the people at the commercial yard near here are ready for us. And the details about what broke to cause our forestay to come loose are understood now.

When we launched, back in Britain in 2002, we were in an almighty rush and we hired a rigger to speed up the process because our insurance company insisted we had to be out of British waters before Sept 1 or else wait until spring to go cruising. As a result, we hired a man we did not know well. The rigger.

The Wharram design calls for a particular type of plastic coated galvanized wire rope with soft eyes that slip over the mast and are held in place by a wooden "thumb like" thing that keeps the wire from slipping down. That is an excellent and robust system that works well for our shrouds. But the particular type of roller furler we got for our jib calls for a stainless forestay wire with Norseman fitting at the top. That is also an excellent system though much more expensive and it requires some way to fix it to the mast. Our rigger selected a short length of galvanized wire inside a hose and he put it in place in a "choke" at the top of the mast held in place by two of those thumbs. It is not best practice because it bends the wire at a stress point and the rigger (who we had apparently trusted too much) selected a wire size that was just not up to the job. It was too small and the guys here at Rebel sneered when they saw the broken bits we took up to the Breezway. It might have been ok for a small dinghy sailing in the bay but was totally inadequate on an ocean going 46 foot cruising catamaran. And attaching galvanized steel wire to a stainless fitting in a marine environment accelerated corrosion of his wire too.

We should have spotted this during annual inspections, but our trust for this "expert" overwhelmed our good judgement. We are lucky it did not fail at a worse time though doing 9 knots to windward was hardly a picnic. I think the moral to this story is that it is easy to go wrong if you do not follow the plans carefully and it is also not a good idea to trust the "experts" too much.

Meanwhile, there was a party here in Rebel Marina and lots of the committee members from the Great Chesapeake Bay Schooner Race were here. They came down to look at Peace IV, scratched their heads, and wondered what to do with a hot looking catamaran amongst all those heavily built old monohulls. They refer to the oldest, and best loved schooners as "dowagers". We have wooden masts, deadeyes, gaffs, etc and we REALLY ARE a schooner, so we belong in the race and everybody wants us there, but exactly which class is the problem. Some agree with us that a multihull class needs to be developed, others want to put us with the larger monohulls, and some want a special class for racey looking craft along with a few modern schooner Freedoms designed by Gary Hood. Luckily we do not much care where they put us, and neither do they really, so long as everybody has a good time. I

suspect they will have many discussions as a good excuse to drink lots of beer while mulling over the finer points and the eventual decision will be made in GST (good schooner time). The main thing is, we're in! Piero will come, Cliff and Laura will come, and Al too. Cliff and Laura are building a boat like ours. Mike in Toronto is also building a boat like ours and we may have room for him. We will try.

April 5 We have never been at a marina dock since we launched, so are not used to the dock lines creaking, people walking by, and all the social life around here. Rebel Marine is becoming Peace's spring and autumn equinox pit stop and they sure make it comfy for us too. The place is a hotbed of schooner activity and just about each day we meet the captain or crew of yet another famous schooner willing to pass along schooner wisdom. A pair of youngsters on the training ship Virginia came down to Peace to tell stories and share their plans to become traditional boat builders. Fresh faced, healthy, and boat mad kids in their young 20s, they have it all ahead of them still and we were pleased to see how well connected they are with boat building programs, sail training programs, and plenty of experience too. Then the rest of the Virginia crew came down and we were invited aboard the Virginia. Great fun.

We are amongst friends here and the center of social activity is The Breezeway Cafe. This is just a casually covered over area here at Rebel with a complete cooking facility, wood stove for heat, and tables and chairs. Folks gather to sing chanties, folk songs, tell sailing stories, and enjoy one another's company. They let us use the "port car" which is wonderfully worthless. No key is required - just turn the ignition. The doors sorta shut, the rust has not completely taken over, and nobody locks it. Why bother? We LOVE this truck which we can drive worry free. Nev has fixed a few things on it and it runs reliably. Once it was red so we call it Red Fred.

They warned us that we might get stuck here at Rebel Marina, Willoughby Bay. Well, we are still here in Virginia at the bottom of the Chesapeake waiting to haul out for repairs to the mast case and to paint the bottom and it has been a month already. We have gone past Plan A, Plan B, and Plan C, so maybe there is something to the talk about the invisible bungee cord and the Rebel Triangle, after all. Hope is growing dim as we chase down one last haul out facility. Meanwhile, we have started our summer schedule of maintenance and improvements.

We made the commitment to change the leading edge of our foremain sail. The old soft wing sail's luff pocket had chafed right through in several places and now the patches are chafing through as well. So we are making the GRAND EXPERIMENT and the local sailmaker will alter that sail to remove the luff pocket and use a John Leather type of rope lacing to the mast (read The Gaff Rig Handbook for details). With the old luff pocket, we were able to tack through 90 degrees in protected waters and that is simply remarkable windward ability for a catamaran and we did sail pretty well to windward - about as well as a cruising monohull. But it came at the cost of being difficult for us to raise and lower the sail in our old age. We have both noticed a reduction in strength in the past few years. As for speed, Good Schooner Time is usually fast enough for us. We generally wait for a pushing wind anyway. I hope we will be satisfied with the altered sail. If we are, we will alter the main next time we are here at Rebel Marine.

April 10 we found the local Home Depot, so we got some of their select white and yellow pine that is clear of knots and Nev got out zillions of clamps, a saw, and his ample supply of creativity and now the long awaited solid spray hood is growing nicely over the pod. We had discussed this for years and I think the most recent design Nev came up with will work well for us.

I have started painting the decks with better anti skid paint and it is a lot bluer than what I had expected, but will be ok. Over our excellent epoxy and fiberglass base, we have epoxy paint, but now I am putting on polyurethane porch and deck paint from Home Depot. It is nice paint to work with and designed for long wearing in high traffic areas, wet, and wide fluctuations in temperature. Sounds like Peace IV's decks!

GREAT NEWS! I have been asked to write a series of articles for Multihull Review magazine in Britain and they will PAY me for them. The work is proving to be a bit of a challenge using this tiny pocketmail gizmo, but so far the editor is delighted, says he does not need to do any editing, and he wants MORE! I am having fun doing the articles too. Who knows what this may lead into... so long as it is fun, it is fine with me. Someday a laptop computer using 12 volts will be nice, but it is not on the budget yet.

April 26 all plans to haul either the mast or boat at any of the local commercial yards or marinas have failed. So we are forced into limping to Rhode Island under jury rig with reduced sails. But we have made good progress on our summer work schedule and, more importantly, our time here has deepened already warm friendships. The evenings in the Rebel Marine's Breezeway singing shanties, making potlucks, and telling stories with the other sailors have been excellent. Rebel Marine is sort of a Schooner Central in America.

May 2 we have seen the final copy of my article that will go into the Multihull Review Magazine and it is going to be ok with photographs etc. There will be several more of my articles according to the editor. This continues to be a fun sideline project.

May 2 we have said our farewells to the fine people at Rebel Marine and taken Peace IV out to the anchorage in preparation for her sail north. Due to the damage to the foremast case, we will not make the passage from here to Cape May offshore. Instead, we will sail up the Chesapeake Bay, through the canal, and down the Delaware under jib and mainsail only in hopes this will prove to be gentler on that mast. We miss our family and friends in New England, so any progress north will be ok. I have a bad case of grandbabyitis.

The new windshield works well and our old bimini awning will still work until we get to Rhode Island and can fabricate a solid top. Visually it is only a minor distraction because it is almost all made of clear plastic which Nev cleverly wrapped around in a curve, but the welcome shelter from cold winds will slow us a little when going to windward. Another reason to avoid sailing to windward! We'll be waiting for more favorable winds.

May 3 What a rotten truck! The forecasted weather actually came!! We had the cold wind right on the nose, but Nev's windshield kept us snug and Nev is already designing the ply top he will build next. We will rest a day here in Deltaville to clear up, put away, and get more into cruising mode

after being at the marina.

On one of the last nights we were at Rebel Marine, it was cold and windy but we had several additional lines to the dock. It is rare for Peace IV to be tied to any dock, but David had generously offered it for free out of friendship. I was sleeping light because boats tied to docks just feel so different from boats at anchor and sailors do not sleep deeply if there is something different about the way their boats move at night. I got out of bed to go pee and something told me to poke my head out of the hatch and the wind blew down with instant chill, but what I saw with my eyes chilled me even more.

We were untied and just then slipping away from the dock and two shadowy people were running away up the dock into the darkness while Peace IV drifted away towards some nearby abandoned docks. What a breathtakingly helpless situation! There was so little time to do anything before we crashed!

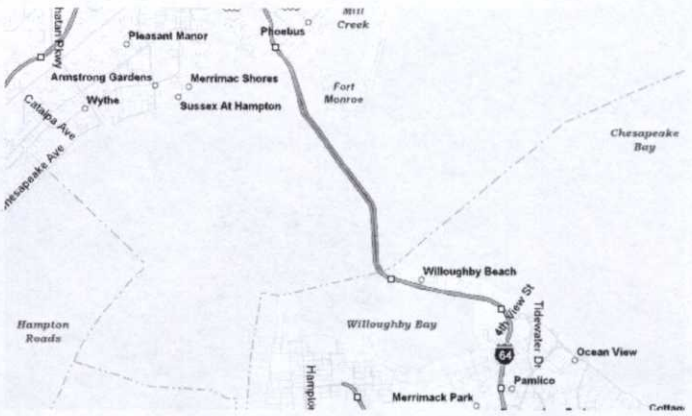
I was naked, Nev was sleeping, and the wind was behind us at 25 knots. So I yelled my rage.

Nev jumped up, we both threw on outer wear, and I got hold of our fog horn to blow a danger signal and hope somebody would catch the two running figures, but nobody heard due to the strong winds and nobody saw anything at that hour either. It was 1 in the morning. Then I used the mobile phone to see if I could reach David who was on his boat at the head of the dock. Only the answering machine was on, but luckily I left a message and even luckier David still had the phone in his pocket and was just dozing.

Nev and I had left tools and materials for making the wind shield all over the deck, the windshield still had its protective paper on it so we were blinded from seeing through it, the forestay had not been repaired yet so Nev had the inner forestay tensioned using the anchor windlass and that made anchoring problematic, and all our lines had been cut short so I had to get out other ones. The engines were up, keys out of the ignition, flashlights under tools tossed into the pod for the night... it was total chaos because there had been no intention to leave the dock for several more days! I watched the stern hit the abandoned dock and feared for the wind steering gear back there.

Somehow Nev had gotten an anchor down using, I guess, brute force lifting the 66 pounder and letting out the chain by hand. David heard the phone message, woke his brother out of sound sleep on the nearby Norfolk Rebel tug, and they both came with a work boat and tied alongside. Being both tug captains, they knew exactly what needed to be done, but it was dark, we could not hear their instructions in the wind, we were still in shock, and we were busy trying to tear the paper off the wind shield, get lines, etc, etc. Frantic and frightened, we somehow managed to work with them and husky Steve lifted the anchor by hand while Peace was maneuvered back so we could tie her to the dock again. David and Steve kept calm and never lost patience which seemed remarkable at the time. Only one line had been untied rather than cut and it was an extra long one. It was all a mystery. Nobody could remember that kind of thing ever happening at Rebel before. We hoped it was only kids full of mischief. Luckily, Peace only had a scratch.

Remember that forestay attachment that failed when we were doing 9 knots to windward? Well, our friend Robbie was visiting Rebel from Green Turtle Cay in the Bahamas and he climbed the mast to reattach our forestay using the extremely robust forestay attachment strop we had made up just perfect for the job. Massive stainless wire rope, a wrap around grab



on the mast, commercial swaged eyes with thimbles, and a super strong Wichard shackle to prevent any further problems up there. We got the roller furling gear up, the sail up, Nev tensioned the rig, and we were ready to go. When we get back to RI, we will lift the mast and make further repairs but the total cost of these repairs will be about 70 bucks, so no insurance claim was needed. What could have been an extremely expensive accident will cost us less than $100 to repair. It is time to lift and inspect that mast anyway and we will lift the boat for bottom paint at the same time.

May 3 Repairs still needed to be made to the mast case, so we decided not to use the foremain and to sail up the Chesapeake rather than go outside because it would be easier on the boat. Our binoculars were busy because at this time of year, nesting is in full swing. Ospreys have taken over almost every day mark, leading light, even buoys! I remember only 15 years ago when they were so scarce people drove for miles just to see one of these birds which were then quite rare. Seeing long legged ibis stalking in the shallows with perfect reflections in the golden evening light, or a family of Canada geese glide past all in a row could keep me occupied for hours and the Chesapeake is birder paradise.

We got to Annapolis the same day as the Volvo Around the World race boats were leaving for their next leg. There were 8 of them under huge spinnakers racing south along the Annapolis side and we thought we would be well enough clear going the other way along the other side of the Bay. We expected them to go past the line of anchored boats just outside Annapolis. We could just see them with binoculars and were happy not to be interfering at all.

Suddenly all 8 tacked down wind with those balloon spinnakers, and the whole line of spectator boats broke ranks and about a hundred came along with the race boats going full tilt right at us. The race boats came nearer and nearer so we angled away more and more but still they came and the water turned white with the wakes of the spectator boats. We turned Peace right away so we were going the same direction and throttled way back and they passed to the left and right of us. It was terrifying! We were about 20 feet away as they all whooshed past with coffee grinder winches at full speed and started breathing again somewhat later. I have no idea what happened that afternoon when they had to race through the 600 or so tournament fish boats in the Bay. Each boat had two out riggers so that made 1800 objects to pass. We had passed through with some difficulty that morning and now the racers had them plus spectator boats to contend with.

Our anchorage that night was quiet and we were grateful for it. Ann & Nev ... continued in SeaPeople 65

Group photo from the Peck Lake, Hobe Sound meet in Dec '05. From left to right are: Neville, Javier, Ann, Dan, Christine on Peace IV.

Below is Paradox leaving Peace IV

Ton Visser's Tikiroa, Oeroeboeroe on the Waddenzee

One of Daniel Ganz's Tiki38 hulls on the move

News from Sea People

US—FLORIDA

On December 2,3 &4 we had another fine get together at Hobe Sound, Florida.

Once again we had ideal weather for the annual (2nd) meet. Also, again the shortage of boats was mostly due to hurricanes just prior to the event.

"Wilma" however , did not damage us around Hobe Sound as the two did last year just two weeks apart. Miami, Fort Lauderdale, and the Keys were much harder hit this year and it caused at least three Wharram boats to miss the fun. Not all of the owners though.

The fun started when I got a call from Abby Gartland in Michigan. She was so excited that she was going to be able to see some Wharram boats.

She flew down to Ft. Lauderdale, borrowed her sister's car and arrived here on Friday. She left on Sunday after spending two nights and days on "Peace IV" with Ann, Nev, and Dan Kunz, who had plenty of pictures of his Tangaroa. We were happy to have Dan though disappointed that he couldn't bring his boat. Jack Spoering, from Ft. Lauderdale was unable to stay very long but he brought his meatloaf logs part of which were in Ann's delicious chili on Sunday. We were still eating Abby's muffins to the end.

The generous announcement in the "Southwinds" Magazine in October brought some more phone calls.

Dan arranged that announcement when he ran an ad to sell his Tiki 26, which still has not sold. It would sure make a fine boat for someone who wants one for not much money and a little work. One call I received came from Kevin Hutchinson, a professional artist in Stuart and a former PCA member who will now probably renew. He came to the meet and we renewed our friendship after 18 years. We met when I had my Tiki 21 on the Indian River, was aground and he sailed up to me with his Hobie Cat, jumped off and pushed me off. Kevin brought his friends Matt Layden and Karen Bayha. Matt designed and built the "Paradox" which is everything I thought she would be from many issues of " Messing About in Boats". That sail was the highlight of my day.

George De Fabio from Miami, with his brand new Tiki 46 plans, suffering from "plan shock" bent Nev's ear and I think went home renewed. That was good pie too, George.

Robert Wood "Woody" from The Cracker Boy boat Yard Specialty wood working shop and his friend Larry Stout, who knows more about boats now, had a good time and some fun with Woody's electric powered kayak outrigger around the mangroves.

Then perhaps last but certainly not least were old friends in the anchorage, Gary Aldcorn with "Breakaway" and Christine and Xavier with their two fine shipmates Danielle and Natalie all cruising from Toronto, Canada. That makes 15 people and six boats, 1/3 Wharrams. I am sure there were others whom I never saw that are cruising friends of the Clements.

Next year, 2006 the meet should include a much nicer looking " Inseparable " and several more Wharram models. Gil Grove would have been here from Key Largo on his Narai IV and a friend with a Tiki 26 who would have come with him I am sure that Dan will be able to sail up and I won't be working so I expect to be able to help. We will do it again December 1-2-3 , 2006

Gene (Perry)

US—FLORIDA

I enjoyed my time at the Wharram meet in Hobe sound. unfortunately I was not able to get my new Tangaroa there. Long story, but I'll write it up some time in the future. The brief version is that the boat was stolen off the dock in early October and the guy grounded it just out of the creek. The idiot stayed on it! He was arrested. Foreigner with multiple passports (and additional passport photos with different looks) and a backpack full with a large bolt cutter! The bouncing damaged the glass on the stems and I've just gotten haul and repair estimates. Long delay in getting a surveyor and repair yard here due to their busy work schedule because of the extensive damage due to the hurricanes. I needed written estimates to hopefully keep the guy in jail for a while. Now I can begin repairs after he goes to trial in January.

Fortunately no damage to my boat from the 'canes. Three strong ones this year (one was a category 3 with sustained 114 mph winds) plus two weaker tropical storms. I had the boat about 20 feet off the dock with six lines to the dock (port side) (one from each hull and two spring lines to the beams) and three anchors off the boat's starboard side (fore and aft were 45 degrees off the respective ends and one was perpendicular to the hull in the middle on a bridle to the beams) -- with maximum scope of about 125 feet each. rode out an 8' storm surge with no problem.

One thing I learned at the Hobe Sound meet...I hate getting up and having cold water to wash with. But, if one sleeps with a gallon of water under the covers it will absorb body heat during the night and reach a good 70+ degrees. much more pleasant in the morning. I bet a hot water bottle will work even better. My tangaroa has two 5 gallon black-painted spray containers on deck for "hot" water. Works quite well.

Thanks, please send one burgee to:

Dan Kunz, Islamorada, Florida.

Coming soon
New Iron-on Badges

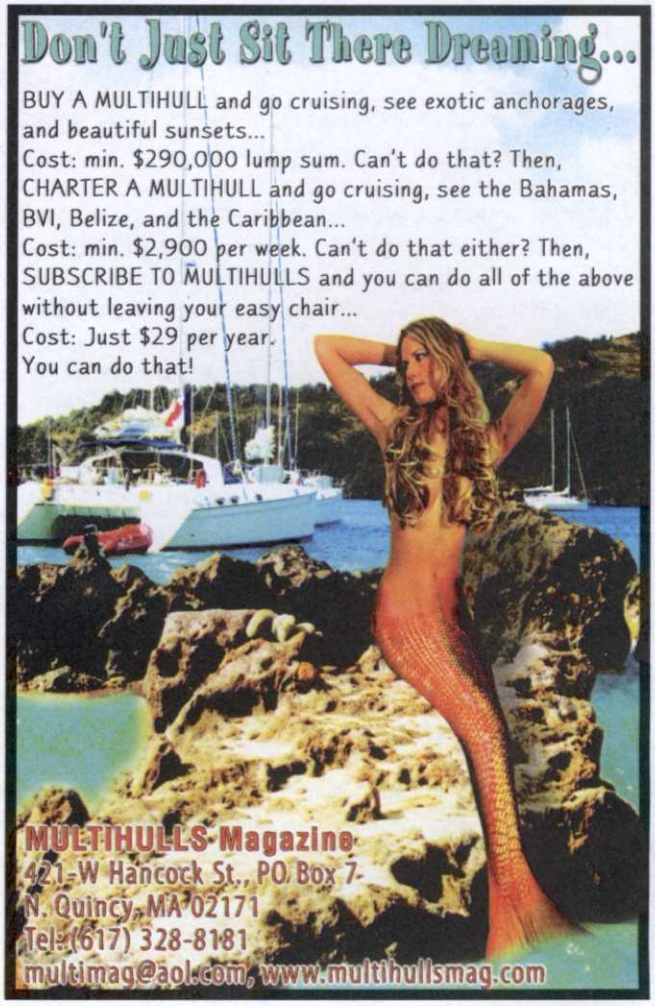
A chance to personalize some of your sailing togs (clothes, sails, sailcovers etc).

Dave Peak has looked into this, as an effort to increase revenues and **we really do need to** according to the treasurer's preliminary report for 2005/6. A small batch of these badges will be produced. Depending upon demand these may be offered on a more permanent basis OR NOT.

Sizes and prices are still to be finalised. You could anticipate a price of around £2.50 each (€3.50 / $4.00) and will be postage free **IF** purchased with other merchandise.

Think about where and how many of these three badges you might use, contact the office and help chase away the treasurer's blues. More information in next issue.

Artwork by Rémy Roy



News from the Starboard Hull

I love to cook, but not when I'm sailing. So food when out on the water should in my opinion be simple and straightforward in getting to it's audience. Cook ahead food is one way of describing it. It takes the pressure off one's spouse/partner and let's them enjoy the days sail as well. I have pretty eclectic tastes, so you may want to simply the following but it's the principle of the thing. NO cooking, at least not out on the water, quick and easy to prepare and cleanup.
This principle stemmed from day sails when I'd invite friends out for a day sail, but didn't want either impose on them to do any meal preparation or clutter up my day either. I've utilised it when cruising also—getting the cooking done ahead of time at anchor.

Vietnamese Chicken and Mint Salad

Serves 2-4

Since it's easy to buy a chicken breast ready-cooked, that's what I generally use, but obviously if you've got a leftover chicken in the fridge I suggest you use that. Likewise, consider using the baby cabbages you see around these days: they are exactly the size you need and easier than hacking away at a big bruiser. All the less familiar ingredients can, as ever, be bought at a supermarket. And by all means leave out the oil in the dressing if including it would make you feel less than virtuous.

This makes a lot, but I find it's very easy to get through – and it stays in the fridge for a day or two to provide instant midnight pickings of not-too injurious sort.

1 chilli, preferably a hot Thai one, seeded and minced
1 fat garlic clove, peeled and minced
1 tbsp sugar
1 ½ tsp rice vinegar
1 ½ tbsp lime juice
1 ½ tbsp Vietnamese or Thai fish sauce (nuoc nam or nam pla)
1 ½ tbsp vegetable oil
half a medium onion, finely sliced
black pepper
200g white cabbage, shredded
1 medium carrot, shredded, julienned or grated
200g cooked chicken breast, shredded or cut into fine strips
fat bunch of mint, about 40g stemmed weight

Tupperware style bowls with tops are ideal.

In one smaller bowl, combine the chilli, garlic, sugar, vinegar, lime juice, fish sauce, oil and onion and black pepper to taste. Gets better with time.

In a second bigger plate or bowl, mix the cabbage, carrot, chicken and mint. Keep some mint separately to add as decoration.

That's the prep work done ahead of time now go out sailing and enjoy the day.

At mealtime, pour the onion-soused, chilli-flecked dressing and toss very well – slowly and patiently – so that everything is combined and covered thinly. Taste to see if you need salt or pepper.

Serve. Enjoy!

Another personal favorite is **Sesame Cold Noodles**

1 lb. thin noodles (any kind I like whole wheat)
4 qt. water
2 tsp. salt
6 scallions, green and white, cut
2 tbsp. soy sauce
1 tbsp. hot sauce (can be reduced but shouldn't be omitted)
1 tbsp. sesame oil
1 tbsp. rice vinegar
1 tsp. sugar
1 clove garlic
1 tbsp. peanut butter
1 tbsp. peanut oil
1/3 c. toasted sesame seeds

Cook noodles (at home base ahead of time) in rolling, boiling water until al dente; drain and rinse under cold running water.
Combine all other ingredients and pour over noodles. Store in container at room temperature or chilled slightly.

Serving.
Toss again before serving. Add additional sesame seeds and scallions.

These are just a couple of ideas, the principle can extend to lots of different things, I have half a dozen different salads that I really like and two or three different recipes for cold noodle dishes.

Other dishes such as cold soups (gazpacho, borscht), pies (flans, quiches etc) can be employed also.

When taking pies out on the water, I've noticed that they can get a bit too damp and crumbly when stored in tupperware containers until a friend suggested a cardboard box, like bakers give you. Then put that in the tupperware container, it's worked well for me.

Brown paper bags work well too.

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Sometimes a letter to us at the PCA exposes an area that members see that we as an association are not addressing. Don't be shy in saying so, we won't bite your hand off. We will try and respond but we can't always guarantee immediate results BUT we can see if other members can help out.

Alan Miller (Denver, Colorado wrote) -

Ken & Anita

Sea People 62 arrived in good condition on Tuesday and I read it in a few hours. This is one of the better issues that I have seen since becoming a member. At present I am trying to decide if I will continue as a member

As a non Wharram sailor (but multihuller for the last 20+ years) I am trying to find out if these boat would be a possibility for me and if so which model. I like the simplicity of the design.

My interest is in articles about, or which include, seamanship and details about the way these boats sail. (ie bottom of page 20 in this issue) My hope was that the Sea People magazine would give me a better feel for the Wharram Catamarans.

The articles appear to be mostly a collection of travel logs and construction details for other Wharram sailors to read (which is understandable). The best articles for my interest that I have read about Wharram Cats were all in Multihulls Magazine. One by Rory McDougall, one by Chuck Kanter on the delivery of Funky Flamingo, and my favorite by Iain Young on his trip from Polynesia to his home in Canada.

I hope these comments provide some constructive insight for you and the group, there are probably many folks with the same interest. If the Sea People Magazine is not the place for me to find the answers to my questions do you have any suggestion where I might look?

Thanks for all your hard work

Wishing you a happy new year

Alan

Anita replied suggested best way of finding out about the boats was to attend one of the meets.

I expanded upon this -

Hi Alan,

It's true what Anita says is true that the best way to decide if a Wharram is right for you and which Wharram, can be best judged by getting to one of the meets or call up a member and ask if you can join them for a sail sometime.

I see that you're up in rocky mountain country and can see how getting to a meet might be difficult - having lived in the US from '77 to '98 (primarily east coast), I know it can seem very difficult to stay in touch with other members and even the Wharram team. Even Nelson Gardner (Tiki 26 and closest member to you) in Ohio is quite a haul from Colorado.

One of the changes to the PCA especially in the US, that Ann Clement is primarily responsible for, is the east coast meets and the advance notice that's given of them. 2006 Rhode Island, Chesapeake and Florida are already pretty much set. I can try and dig up some former members closer to you that might be interested in making the trip, sharing driving time and costs - there's usually accomodation of some kind onboard the boats.

Consider the time and money spent on such a trip the same way you consider the expense of a survey or sea trial of a boat before buying. I know how difficult it can be to "make the jump" to Wharrams and which model to choose. I saw my first one in Salcombe harbour (UK) in the early 70s, rowed out to her but no one was aboard. I checked a couple of times that week without luck. Didn't get round to buying my first Wharram until 1991 when I was able to have a real good look at one.

What you're asking of the mag is unfortunately unlikely -

Why?

1. Like Anita stated all material is submitted by members, there are no paid reporters like at Multihulls Magazine. In essence they send what they want to send when they want to send it. I try and keep my own contributions to a minimum.
2. As it is, I suspect way less than 10% of members contribute to the magazine, even infrequently.
3. I do however ask one or two people if they can write an article on a specific matter where I feel they are qualified, sometimes they do, sometimes not :-(- This may be such an occasion but who to ask?? Both Ben & Remy had articles in the latest issue (#63).
4. Members are probably very committed to their particular model of boat, so comparisons would be extremely difficult unless you happened to come across a member who has recently changed from one model to another. The likelihood that both boats are the models that you'd be interested in is pretty remote.
5. Any boat to boat comparison is by it's nature a very subjective matter - person A may well have reasons for choosing boat B while person C chooses boat D.
6. I feel that I'm not qualified to comment on the sailing qualities of the various Tiki models having had less than a weeks' experience on only one particular model, the T21, and an occasional weekend on T26s, this was on several different boats, differing conditions, differing levels of sailing ability, all sailed very differently.
7. I don't know who within the PCA is qualified to comment (James & Hanneke excepted) - anyone is free to extol the virtues of their particular choice. I know from a commercial standpoint they should be directing clients towards the Tiki range, plans are more complete and therefore less questions from builders after the sale of the plans.
8. It's interesting to note that while JWD have evolved designs from Classics to Pahis to Tikis, yet they still own a **Pahi** 63 and are commercially producing **Classic** models

Until seeing your letter, I'd never even considered comparative articles seeing as most members are already pretty committed to the philosophy and the boats. Ken Hook had mentioned that he'd like to do comparative tests of Paul Barnett's fractionally rigged Tiki26 with a Tiki rigged 26. Now Ken has his own T26 maybe they'll get together this summer and produce some results that we can publish.

Your letter may prompt some articles along these lines. This is how the PCA works, members interfacing and helping other members.

Another way to get the detailed info that you personally require (without the long hauls that your location dictates) is to contact writers

THE EXTENDED KIND

of articles, people selling their boats (or who've recently sold them) and get the pros and cons of the models that you're interested in. Hope this is of some use to you,

Ciao,

Dave Peak

Alan then replied -

Dave

Thanks for the response

I am now 56 and have a family that is not really interested in sailing. My oldest daughter was born during a time of extended cruising but became sea sick as a baby and by age 2 we quit sailing. The latter part on a Heavenly Twins (with lots of accommodation but poor sailing ability). My youngest daughter is 15 and not interested in the outdoors.

Over the last few years I have been able to take a month off each spring (mud season in the mountains of Colorado) to cruise the Florida Keys and Bahamas.

At this time I am looking for a boat for this purpose. I am a backpacker (with a base back of 8 to 12 lbs) I like to go light with only the basics so I can better enjoy the environment I am hiking in.

The Wharram boats have appealed to me because of their simplicity and reported seaworthiness.

My interest is in a smaller boat that I can single hand and spend a month on (hopefully three months in a few more years) sailing in the Bahamas each year (and possibly store there).

Small sails, simple rig and systems, light but reliable ground tackle, shallow draft, and minimal maintenance.

I do sail as much as possible and do not like to rely on motors so need a boat that is weatherly, tacks reliably, is good in light winds, and has some protection in foul weather. It would be nice to have enough space so my wife could join me on occasion.

The Tiki 26 and 30 are probably options.

Do you know anyone with experience with the Tiki 30 or where I could sail one on the east or west coast of the US or Baja?

Thanks

Alan

Hi Alan,

Ann Clement (peacefour@pocketmail.com) mentioned there was a Tiki 30 at the Rhode Island meet, I'll try and dig up the owners name when I get back to Rotterdam at the weekend. Don't know how experienced the owner is, BUT you could suggest exchanging some of your experience in exchange for a week or so sailing ????

The guy to really hear all the virtues of the Tiki 30 is Ben Mullett ben.mullett@ukonline.co.uk claims it'll smoke almost anything off the water, but will you get a balanced view from Ben? He loves his boat so much I'm sure he turns a blind eye to it's shortcomings - I'm a computer scientist, so nothing's 100% perfect in my book.

Ben's one of life's gentle giants at 6'3" or 4" and I haven't heard a squeak out of him about lack of standing headroom. He keeps the boat in the Canary islands (so that's even further for you) and gets to spend a good part of the winter there **AND welcomes visitors**!!! Very much an English eccentric with a heart of gold.

Can't think of anyone on the west coast with a T30 at the mo' (Steve Tellardin is the West Coast rep. Maybe he knows of someone???)

Ran into Jim Wharram and Hanneke at the London Boat Show and they hinted that this year they're planning on producing a Tiki 33/34 - no details at present. I've always thought (and mentioned it to them a couple of times) that there was a HUGE gap in their range between the Tiki 31 and the Tiki 38. Hanneke has pointed out in the past that until you get upto 38' you don't get standing headroom and there's a built in reluctance to buy a boat of 33-36' without the standing headroom. Maybe to big for your needs?

I'll dig around for other T30 owners (Rob Sheridan UK, Bertrand Fercot and Gunther Zimmerman immediately spring to mind).

If you're not totally ruling out the T26, Dan Kunzs' T26 is still available (sans rig) down in Florida and could probably take you out on his Tangaroa while you're there in Florida, Gene Perry will go sailing at the drop of a hat on his T26 too

If you're a little reticent about asking these guys out of the blue, I have no problem making the suggestions to them first.

An ad in the ditty bag asking to be exposed to sailing the T26/T30 wouldn't go amiss either.

Dave

Dave

I appreciate the time you have taken to respond. I did get together with Dan in Marathon last spring and spent about 30 minutes looking at Funky Flamingo. At the time I was trying to finish up some work on my outboard so I could catch a weather window to sail west to the Dry Tortugas. I like Dan and we have a few mutual friends but I think he was too interested in selling his boat to provide the objective information I needed. If his boat was in the water with rig and sails I definitely would have invested a few days of my time there if I was able to sail the boat (and possibly buy her).

There was a person chartering Tiki 26's in Alabama (I do not know if they survived Katrina) and I plan to find their phone number and look into the possibility of chartering one.

I will send Ben Mullett an email and also Gene Perry

Thanks again

Enjoy

Alan

Hi Alan,

No problem, one of the reasons I've volunteered for a committee role is to pay back the PCA for the information/contacts I've benefitted from over the years, even before I owned a Wharram!

The Tiki 30 that was at the Rhode Island meet last year is owned by Bob Bois (781 593 9239) - If you get to RI this year, Jeff Walsh is building a T30 in Kensington, NH (not sure where Kensington is located tho')

Thom del Forge owns a Tiki 31, lives (or mail is sent to Illinois) but he keeps his boat in N. Carolina (near Oriental I recall).

Bruce Kachline is building a T30 in Franklin, Louisiana, might be a good excuse to visit N'Awlins if it's visitable yet and see how Bruce's boat is coming along.

Sam Wentz is building a T30 in Olympia, WA too

Ciao,

Dave

I hope Alan gets to visit one of more of the T26/30s and even more so that he likes what he sees and becomes a committed owner in the near future!

DITTY BAG

DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer to seek services as captain, crew, cook, bottle washer or bottom scrubber.

****** Ditty bag ads will run automatically for 2 issues*** *(to give other members space), if you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed.*

For sale -'HIRO' Tiki 26. Price £6500 ono.
Ply/epoxy, yellow hull, white topsides. See SeaPeople # Built in Belgium to a very high standard and completed in 1994. Cruising shute, Mercury 5Hp long shaft outboard, cockpit tent, hull trolleys, rubber dinghy and Suzuki 2HP motor (bit tired but works well), basic electric installation with battery and log. Boat is in SW Norway 30 minutes from Sandefjord(Oslo Torp) airport which has daily flights to Stanstead, Liverpool, Newcastle, Glasgow, Frankfurt and Milan with Ryanair and is also served by KLM direct from Amsterdam.

John Fields on jofields@broadpark.no
or mobile +47 90654752.

WANTED
Wanted - Wharram catamaran in the Tiki26 to Tangaroa range, 26 to 35 feet. I have sailed a Hitia 14 and Tiki 21 extensively and I am now looking for larger boat. I love fibre glass car bodies but want a wood/epoxy boat. If you have an unfinished project or a boat that needs repair or refurbishment or a boat that is ready to sail please give me a call.
I am based in the Wirral, North West UK.
Please call Brian Probert on 07815 750163.

TANENUI for sale. Twotees has been rebuilt with Tiki rig conversion and Tiki30 style straps to fasten the crossbeams. She is built from Ply/Epoxy with GRP sheathing. There are front and rear trampolines and the engine is a Yamaha 8hp 2-stroke. Asking price is £14,000. For more information and full inventory contact Alex Heywood 6 Glyne Drive, Bexhill on sea, East Sussex, TN40 2PW. Phone 01424 220170

Unused Tiki 46 plans for sale (#22) €1,950
Discussions with JWD led to decision for bigger boat.
Roland.scheule@searesort.info
Tel +49 751 76956 Mobile +49 171 8160270

WANTED
Wanted **GRP** Tiki26 in good condition. I am based on the central South Coast, UK.
Send email to alexjcrook@hotmail.com

For Sale 1 Hinemoa hull
Unfinished project, part sheathed with Kevlar.
This comes complete with the plans to complete. Unfortunately for sale due to lack of time to complete. A great opportunity to get a good head start on a boat of your own for the silly price of £200.
Contact Si Belk on 01472 321753

Tiki 38 "Kamiloa"
Asking **€55,000** based Atlantic coast of France, near Nantes.
Need to sell as I want to build bigger boat.
SOLD

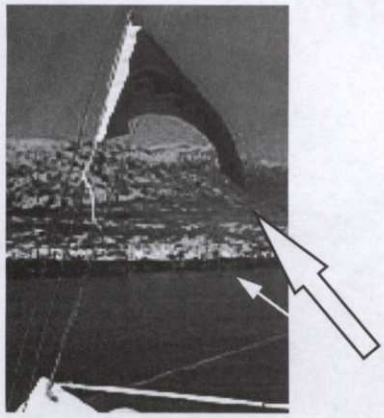
Tane4Sale
My *Tane LL* is now for sale with new beams, lashing like Tiki 26, more beam overall, new bridges, pod with lifting top, new cabintops, new tillers, new raised hulldecks etc.
price £5215 / € 7950
info : www.yspweb.net/Tane4Sale
e-mail: dihobi@web.de
Dirk Horstmann Tel. 0049 521 23 78 15

FOR SALE
6 inch x 27 foot aluminium mast. Made for Tiki 26 but overweight. Double sheave aft and double sheave forward integrated into spar. Professionally made by Sailspar. Rope clutches, tang backing plates and extras removed for new mast. Suitable as schooner rig for larger boat. Asking £150.00.
Located N. Devon. Call Jerry Slack 01271 817477

SINGLE SIDE BAND RADIO FOR SALE
Nev and I have decided our ocean crossing days are probably over. Our Kenwood TS-140S SSB is now for sale including our Smartuner SG-230 AUTOMATIC TUNER and associated wires and cables and an antenna. A new microphone is needed otherwise it all worked fine when last used two years ago with a borrowed mike. $300US plus shipping and it is yours. Or come to a US East Coast meet and take it home with you!
Ocean Weather Pilot Charts: South Pacific, Indian Ocean, Central American Waters & South Atlantic Ocean
Free if you pick them up! How about that?
Ann & Nev Clement
peacefour@pocketmail.com

Dittybag is now available online via the PCA Forum see website for details www.pca-seapeople.org
If you want to add a picture or an add to the online dittybag please send to pcapix@pca-seapeople.org

BOATS, SKIPPERS, CREW, BOATBUILDERS NEEDED for Canaries to Caribbean December 2006
Contact : jubilee@pca-seapeople.org or PCA Office



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SIGNS OF WHARRAMS EVERYWHERE

Flip the Pringles guy over, get rid of his hair and eyebrows...et voila ! Well maybe the wine had some effect too.

Not as attractive as the Wharram design but you've got to admire Pringles for trying ;-)

When sending a postcard earlier this year, I scribbled the logo and after adding a smile to it, I can't help but wonder where Spielberg got the idea for ET. ;-)

Who could fail to notice the Wharram look logo on the referees shirts at the World Cup.

Oh well, they say there's no such thing as bad publicity.

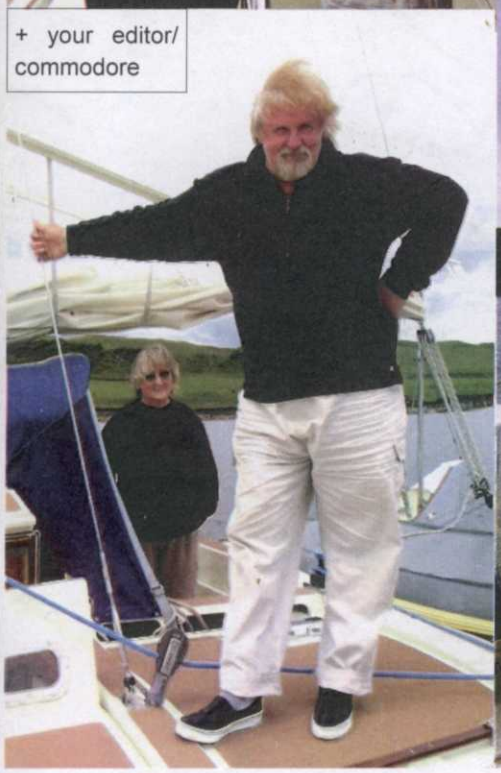
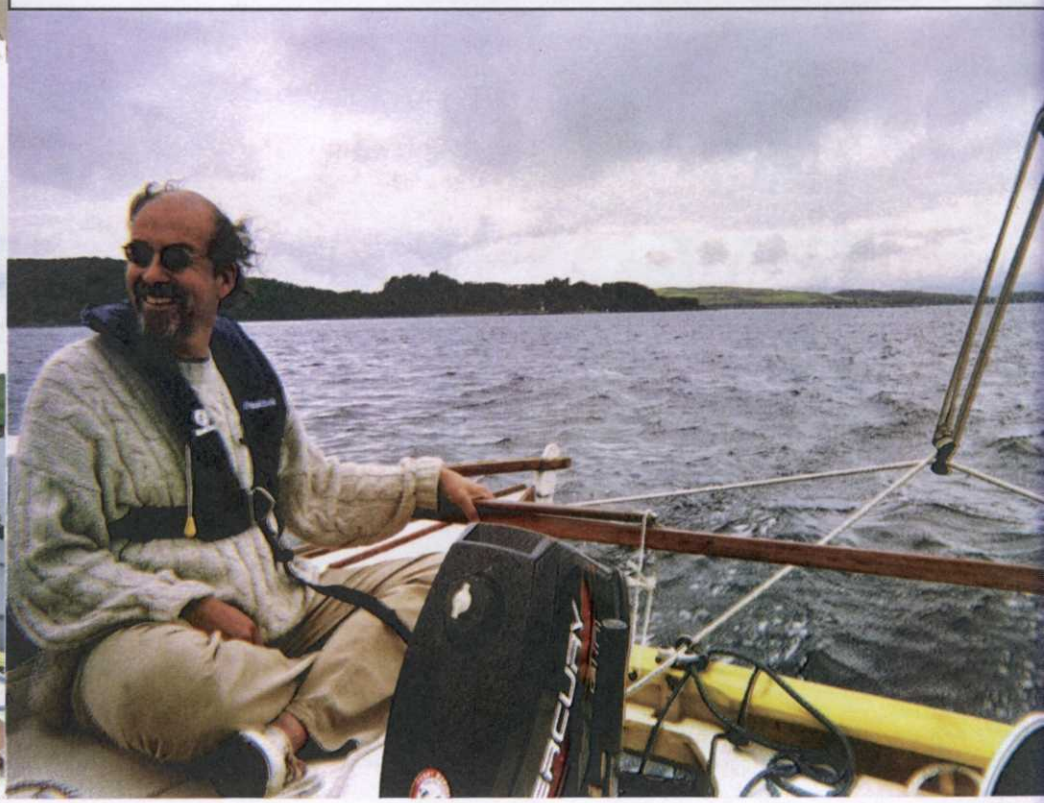
FACES OF SEA PEOPLE

Kay (above) & John Gilmore made it from Newcastle area.

Peter Richardson aboard John Cooke's "Sunshine", checking the sail trim

Faces from Scottish Meet

John Cooke's first sail on "Sunshine" even the clouds on the first day couldn't keep the smile off his face. "Sunshine " was a good luck omen with bright Saturday, sunny Sunday (with occasional light drizzle) & Monday.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